

City Horizontal Control Notebook



Published 1993

CITY OF REDMOND
HORIZONTAL CONTROL MONUMENTS
(NAD-27 & NAD-83 DATUMS)

COORDINATES AND DESCRIPTIONS
for the
HORIZONTAL CONTROL SURVEYS
with the
SECTION AND 1/4 SECTION MONUMENTS

Performed By
THE CITY OF REDMOND PUBLIC WORKS
STORMWATER MANAGEMENT DIVISION (SWM)
from
1990 To 1993

WARNING:
The elevations in these Record Drawings are referenced to a previous City of Redmond Vertical Datum system derived from the U.S.C.&G.S. benchmark B-385 (1929). The current City of Redmond Vertical Datum system is referenced to NAVD 88. The difference is approximately 3.5 feet higher than the old.

Mayor: Rosemarie Ives

City Council Members: Warren Appleton, Richard G. Cole, Sharon Dorning,
Richard Grub, Howard Harrison, Nancy McCormick, Jim Robinson

Director of Public Works: Carol Osborne

City Engineer: Larry Works

Published by the City of Redmond, Redmond, Washington, November 1993
Copies of this document may be ordered from the City of Redmond Public Works, 15670 N.E. 85th Street,
Redmond, WA 98052-3584, Attn.: Horizontal Control Notebook Sales

DIVISION I

CITY OF REDMOND
HORIZONTAL CONTROL MONUMENTS
(NAD-27 & NAD-83 DATUMS)

COORDINATES AND DESCRIPTIONS
for the
HORIZONTAL CONTROL SURVEYS
with the
SECTION AND 1/4 SECTION MONUMENTS

Performed By
THE CITY OF REDMOND PUBLIC WORKS
STORMWATER MANAGEMENT DIVISION (SWM)
from
1990 To 1993

Mayor: Rosemarie Ives

City Council Members: Warren Appleton, Richard G. Cole, Sharon Dorning,
Richard Grub, Howard Harrison, Nancy McCormick, Jim Robinson

Director of Public Works: Carol Osborne

City Engineer: Larry Works

Published by the City of Redmond, Redmond, Washington, November 1993

Copies of this document may be ordered from the City of Redmond Public Works, 15670 N.E. 85th Street,
Redmond, WA 98052-3584, Attn.: Horizontal Control Notebook Sales

DIVISION I-PROJECT INFORMATION AND DOCUMENTATION	3
Preface	3
Glossary	3
Acknowledgments	4
Disclaimers.	4
Performance Statement by Concept Engineering.	4
Disclaimers by the City of Redmond Public Works	4
History and Background	5
Background	5
Vertical Control Survey and Datum	5
Horizontal Control Surveys	5
Tabular Presentation of Datums and Use	6
NAD-27	6
NAD-83 (91)	6
Elev.	6
Purpose of Notebook	6
City of Redmond Map Grid Numbering System	7
Primary Control - DEA's Project Report	7
Primary Control - Acceptance and Processing by NGS	9
Secondary Control - Ground Traverse Network	9
Methodology.	9
Adjustment.	9
Default Instrument Settings	10
Statistical Summary	10
Raw Traverse Closure Summary	11
Monumentation Used for the Horizontal Control Surveys.	11
Primary Control - GPS Network	11
Secondary Control - Ground Traverse Network	11
List of Monuments with Construction Disturbances	11
Frequency of Updates and Reserved Rights	12
DEA Contractual Scope of Work - Primary GPS Network	12
GPS Monument Naming and Cross Reference for Archival Research	14
Disturbed Monument or Bench Form.	15
 DIVISION II - MAP PAGES	
City Horizontal Control Map	
 DIVISION III -- GPS -- PRIMARY CONTROL NETWORK	
Tabulation of Coordinates	
GPS Descriptions: Text and Drawings	
 DIVISION IV - SECONDARY CONTROL NETWORK	
Tabulation of Coordinates	
A Monuments: Text Descriptions	
 DIVISION V - SECTION & 1/4 SECTION (GLO) - INFORMATION	
Tabulation of Coordinates	
GLO Descriptions: Text and Drawings	

DIVISION I-PROJECT INFORMATION AND DOCUMENTATION

Preface

The City of Redmond, through the use of private consultants and city survey crews, has established two networks of horizontal control monuments. The City also located and described the existing GLO/KCAS horizontal control monuments within and proximate to its city limits.

The most accurate of these networks is a system of thirty-five GPS Monuments, known as the GPS90 series, was established by David Evans and Associates. The second network consists of new brass caps, GLO corners, and GPS monuments known as the "A" series. The spacing of the GPS monuments is about 1 mile apart and are the majority are located near GLO section corners. The spacing of the "A" monuments are approximately 500 to 800 feet apart and are located along the major streets of the Redmond area.

State Plane Coordinate Values have been established for each of the monuments within the system on the datums known as NAD-27, and the NAD-83 with 1991 adjustments. Latitude and longitude have been included with the GPS monument data.

This notebook was published to support the suitable use of the network monuments by the professional land surveyor. Therefore text descriptions of all the monuments and their locations have been included. Drawings of ties to the GPS and GLO monuments have been made and incorporated into the descriptions. This notebook will also provide guidance for establishing future horizontal control networks.

The table of contents provides a basic outline to the organization of the notebook and the location each of the three horizontal control network's data and descriptions. The reader is advised to review and note the disclaimers and level of accuracy provided for each of the new networks.

Glossary

COR - City of Redmond

DEA - David Evans and Associates of Bellevue, Washington and Portland, Oregon

GLO - Government Land Office survey and related monumentation are associated with the definition of section and quarter-section division of land.

GPS - Global Positioning System is a type of surveying which uses signals from a constellation of earth-orbiting satellites and computer processing of the signals to provide a high accuracy survey.

KCAS - King County Aerial Survey denotes survey and monumentation established and maintained by King County, WA Public Works.

NAD - North American Datum, is the national standard for horizontal control.

NGS - National Geodetic Survey, of Rockville, Maryland, is an agency of the Federal Government under Department of Commerce and National Oceanic and Atmospheric Administration (NOAA).

NGRS - National Geodetic Reference System contains monuments with survey information provided by the NGS for the public interest. These monuments have geodetic locations that are known to a high degree of precision. Survey information can usually be obtained through NGS. Also, these monuments can usually be occupied.

SWM - Stormwater Management Division is part of the Public Works Department of the City of Redmond.

Acknowledgments

Project Management, Network Monumentation and Network Documentation: City of Redmond, SWM

Primary Network: GPS Survey and Adjustments - David Evans and Associates, Portland, OR and Bellevue, WA

Secondary Network: Field Survey and Adjustments -David Evans and Associates, Bellevue, WA and City of Redmond, SWM

Monumentation, Field Survey, and Adjustments: City of Redmond, SWM

Compilation: Concept Engineering, Inc., Issaquah, WA

Edited by: City of Redmond Public Works

Graphics: City of Redmond Public Works and Concept Engineering

Publication and Distribution: City of Redmond

City of Redmond Staff

Bob Franklin	Manager-SWM	Mel Peifer	Mapping Coordinator
Phil Cohen	Project Manager & Editor	Daren Baysinger	Field Survey
Jim Coe	Chief of Survey	Kim Danner	Clerical
Bob Riley	Party Chief	Bill Campbell	Quality Control
		Ed Coleman	Field Survey

Recognition is also given to Dennis Wegenast (ret.) of the National Geodetic Survey of NOAA of the United States Department of Commerce for contributions and encouragement for this project.

Disclaimers

Performance Statement by Concept Engineering Concept Engineering, Inc. of Issaquah, WA was retained by the city to compile data from the three systems for publication into a document for public and private use. Location descriptions and sketches for the monument system have been produced as well as scaled location maps showing relationship of monuments to streets within the city. Miscellaneous items such as cover design, disturbed monument forms, and divider sheets were also produced.

Concept Engineering, Inc. did not perform checks of any information, drawings, field notes, or calculations to verify its accuracy. Concept Engineering Inc.'s task was to compile existing horizontal control information into a usable format for publication.

Disclaimers by the City of Redmond Public Works The City of Redmond Public Works is providing the horizontal control data in several horizontal datums for information purposes to the surveying and mapping community. The intent of this information is to provide the City with map coordinates for future projects and studies from a single source. The City has been diligent in selecting accuracies appropriate for the above mentioned intended uses and intent. However, the accuracy of any of the horizontal control coordinates cannot be guaranteed. It is the individual user's responsibility to verify the accuracy and notify the City if such accuracy is not in place or the monument has been disturbed. The "Disturbed Monument Bench Form", at the end of this section, has been provided for this purpose.

Information about the GLO monuments is provided for several reasons: 1) as an aide for the planning of a land or subdivision survey, 2) as a location map for the use and preservation of these monuments and 3) as an aide to City forces for the creation of cadastral maps. The information provided herein is not intended to reduce the effort and/or diligence needed for an accurate land or subdivision survey.

History and Background

The Stormwater Management Division of the City of Redmond's Public Works Department has provided the project management and funding for the control surveys performed in the City from 1989 to 1992. This was done to provide the foundation for accurate base maps of streets, parcels, and utility assets. In 1988 the SWM utility was formed. Many of SWM's basic tasks of maintenance and operations, capital project design, basin planning, water quality monitoring, and flood control are reliant upon accurate maps.

Background In 1988, the following conditions existed for survey and map making:

1. Redmond city limits enclose about 20 sq. miles of mapping area.
2. There are 64 quarter sections within the city limits
3. The latest aerial photographs of the city were made in 1979. The original film sheets had been destroyed by fire.
4. Vertical control consisted of three NGS benchmarks within the city. Vertical datum for most of development was assumed at arbitrary elevations. Sanitary sewer inverts provided elevations as needed.
5. Horizontal control was based on KCAS which was established by conventional survey in the 1930's.
6. There were no existing stormwater overlays on the City's 1/4 section maps and many of the storm drain as-built drawings were non-existent.

Vertical Control Survey and Datum The City of Redmond is using a vertical datum that is very close the national standard of NGS vertical datum. Vertical control elevations obtained from the vertical control survey were used in the horizontal control surveys.

Documents from the U.S. Department of Commerce, National Geodetic Survey indicated that a total of 14 first order bench marks were created in the Redmond area using the U.S. Coast and Geodetic Survey datum of 1929. The field work and adjustments was done during the time period from 1938 to 1966 as part of the King County Aerial Survey (KCAS) Renton to Duvall first order survey. Many of these benchmarks were later lost by local construction activities.

In 1989, SWM contracted with Group Four, Inc. of Woodinville, WA to provide 80 benchmarks with elevations at 2nd order, 1st class accuracy per NGS specifications. The benchmark monuments were spaced at about one half mile intervals. NGS specifications were followed. The survey indicated that the integrity of the elevations for the 3 existing NGS benchmarks could not be relied on, therefore the elevations obtained could not be represented as NGS elevations. One may expect to find as much as a 0.10 foot elevation difference between Redmond and Bellevue datum near their common border as Bellevue is on NGS vertical datum.

The data and descriptions were published in February 1990 as "The City of Redmond Vertical Control Datum" (City of Redmond Public Works, Redmond, WA). Persons interested in additional information about the vertical control should read the "Methodology" Section of this publication.

Horizontal Control Surveys

In 1990, SWM contracted with David Evans and Associates of Portland, OR and Bellevue, WA to perform a high accuracy, primary, horizontal control survey of the city. Thirty-four monuments were established and surveyed using GPS technology. An existing NGRS "Supernet" monument known as "Overlake" (see monument GPS90-3H3) was incorporated into the network. The intended accuracy of 10 parts per million was exceeded.

The one mile spacing of the primary network monuments did not provide survey information easily accessible for the surveying and mapping of local streets and utilities. The City then made a supplemental

contract with David Evans and Associates to perform traverses that would tie in the GLO, GPS, and the "A" series monuments.

For additional information about the survey methodology, data processing, and contractual scope of work used for the primary network, the reader is referred to Division VI and the following sections: "Primary Control - DEA's Project Report", Primary Control - Acceptance and Processing by NGS, and "DEA Contractual Scope of Work - Primary GPS Network". For information regarding data collection and processing of the Secondary Control Network, the reader is referred to the section in this division entitled "Secondary Control - Ground Traverse Network".

Tabular Presentation of Datums and Use

Presented in the tables are state plane coordinates for the two different datums. Also presented is the elevation of each of the monuments to the nearest 0.1 foot. Below is a brief description of each column.

NAD-27 North American Datum of 1927 This datum has been in use since 1927 and is based on geodetic information dating back to 1866. Up until recently, it was the standard datum of use. KCAS is based on this datum. It was superseded by the NAD 83 Datum.

NAD-83 ('91) North American Datum of 1983 with the 1991 Adjustment The NAD-83 datum was derived through the use of computers using least squares adjustment methods. The adjustment was performed mainly on existing observations and stations and on some new ones. Very Long Base Line Interferometry and Doppler and GPS satellite survey methods were used. The amount of datum shift from the NAD-27 varies between 130 and 140 feet in the Redmond area. This is the datum used for the GPS90 series of observations. At the time of the city's observations, the National Geodetic Survey was in the field observing GPS satellites. This work resulted in a new standard of primary horizontal control accuracy and was given the name of **North American Datum of 1983 with 1991 Adjustment or NAD 83 ('91)**. The datum is the same as the NAD-83, however it is of a higher precision as it relies more heavily on data obtained from GPS satellites and advances in computer technology.

The NAD 83 ('91) is the current datum of use in Washington State. The amount of datum shift from the NAD-83 is approximately a foot to north-northeast in the Redmond area. The NAD 83('91) datum published in this book has been adjusted and accepted by NGS for registration. A description of the methodology is given in a subsequent section. This datum is also given in its metric conversion of 3.2808333 feet per meter as Washington is a state that uses the survey foot unit for metric state plane coordinate conversions.

Elev. The elevations given in this column are shown to the nearest 0.1 foot and are given as a matter of convenience. All the monuments were surveyed to a precision of 0.01 foot, however the accuracy at this level of precision is unknown for each of the monuments. The vertical datum used was the City's vertical control. These elevations were determined using trigonometric methods.

Purpose of Notebook

SWM has published this notebook to provide accurate coordinates for the use in Computer Assisted Drafting and Mapping (CAD/CAM). The accuracy of the coordinate information allows its use in many projects of differing scale. Assurance of minimal adjustment of the projects' locations relative to existing CAD/CAM maps and new survey data is thereby provided. These coordinates will be used in drafting for civil and planning projects within and nearby the City of Redmond. Also the coordinates have sufficient accuracy for use with modern surveying methods. It is intended in the future that all projects submitted to the city be tied to the horizontal control network for the purposes of import into the City's computer mapping system.

The Horizontal Control Notebook project is a natural successor to the well-received publication of the 2nd order, 1st Class Vertical Control Survey in 1990. The publication and distribution of the Horizontal Control Notebook is performed as a public benefit derived from many days of field and office work by Stormwater Management (SWM) staff and the contractor, David Evans and Associates.

City of Redmond Map Grid Numbering System

The City of Redmond has established a grid numbering system to be used in mapping and GIS. The grid is the same as the GLO sections and quarter sections but uses a three character alpha numeric identification scheme. The first two characters identify the GLO section and the third character identifies the GLO quarter section. The first character is a number representing GLO section columns running west to east beginning with the most westerly GLO section within the City limits, east of and bordering 132nd Ave. NE, as "2" and increasing in number to the east with the most easterly GLO section "5" at the present time. The second character is alphabetical beginning with "C" being the row of GLO sections between NE 116th Street and NE 124th Street and increases to the south with the row of GLO sections to the north of and bordering NE 24th Street being "H". The third character is a number representing the GLO quarter section beginning with the NE quarter being "1", the SE quarter "2", the "SW" quarter being "3", and the NW quarter is "4". With this system the SW GLO quarter section of 27, T26N, R5E would be 2C3.

Primary Control - DEA's Project Report

David Evans and Associates of Portland, OR provided the City with a narrative of their data collection and processing. This text of this report is provided below:

City of Redmond, State of Washington

The purpose of this GPS Control Survey is to establish a control net for the Public Works department of the City of Redmond.

We began the field work August 24, 1990 and ended the field work October 18, 1990. Adjusted values were furnished to the client November 1990.

The point of contact at the City of Redmond is Phil Cohen, at the Public Works Department, 15670 NE 85th Street, Redmond, Washington 98052-3584, Fax (206) 556-2820, Phone (206) 556-2815.

The point of contact for David Evans & Associates, Inc. is Dan Hoekstra or Jim Griffiths at 2828 SW Corbett Ave, Portland, OR 97201, FAX (503) 223-2701, Phone (503) 223-2029 Ext. 321.

Because the primary purpose of the survey was to establish first order (Group C) horizontal positions, and only four vertical ties were requested, sufficient ties were made to the Redmond vertical net to obtain proper scale and rotation parameters for "Geolab".

The area surveyed is the City of Redmond, in the State of Washington.

Except for problems with Receiver No. 5124, which wasn't used after the first day, we experienced no other equipment failures. The other factor worthy of mention is traffic control; many stations occupied are in the centerline of streets and in street intersections, so traffic control was needed on several stations located in the high traffic areas. Reconnaissance and obstruction plots were provided by the City of Redmond. As can be seen, some stations don't have very desirable skyplots, but the City's priorities dictated using existing landcorners and other existing and suitable monuments whenever possible, and therefore, we tailored our session times to fit available openings at problem stations.

Most field work was done between August 21 and August 28, 1990. We went back to re-observe some problem lines on September 7, 1990, and about a month later, went back out to observe 2 more baselines to incorporate one more point, (# 71) into the network, then in July of 1991 we went back to observe one more line between GPS Station 0001 and Lake Forest (LFST), for a better network tie.

We used 2 Trimble 4000 SX's, updated to be compatible with 2 of our 4000 ST's. The tripods we used are forced centering Kern tripods, with a fourth leg which we've had machined marked every 2 mm opposite the side that is marked every .05 ft. This allows us to check on our HI measurements. We also have machined spacers attached to our receiver and to the external antennas for the updated SX's, so that we can make direct HI measurements.

We've used some baselines we observed in previous projects to tie the project into local control. It was necessary for us to occupy Station Sandpoint instead of Aviation 2 because NGS had a permanently mounted tripod on the station when we first tried to occupy it; we later came back with an adapter to observe the line between Aviation 2 and Sandpoint.

All data was downloaded nightly. HI's were checked and edited where necessary, and baselines were processed, using Trimvec Trim 640 single baseline processing and broadcast ephemeris. Loops were done to check baseline reductions.

Software used for Baseline processing is Trimvec Version 89.12. Software used for our least squares network adjustments is Geolab Version V1.91S, which was also used to create B & G Files (the very last baseline between STA.0001 and Lake Forest is not in the B & G File).

Network computations were done using "Geolab".

We occupied 42 stations, of which 4 of the following are NGRS Horizontal Stations.

TIGER MTN 1973 471213440023 = TGER LAKE FOREST 1934 471221420007 = LFST
VALL 1973 471221210018 = 0095 MEAD 1973* 471214320012 = 0097

One NGRS Vertical Station

R297 1947 = 0096 Line 6, Page 12 also Quad N471221

Two NGRS Horizontal Vertical Stations are

SANDPOINT from NOAA = 0099 AVIATION 2 1982* from GPS-070 6/88 = 0098

Thirty-four new stations were established stations. (See Station List)

One previously occupied NGRS "Supernet" Station is:

Station OVERLAKE* = 0010

(* These are also Supernet Stations)

The total number of baselines observed in this project is not very significant, because of the many baselines that didn't process satisfactorily, due to having obstructions which blocked our satellite reception, rendering many baselines unacceptable.

Orthometric height determination used in this project was done using orthometric heights only, and ignored Geoid separation. Enough control was used to resolve scale and rotation and it is distributed so that within the project, our predicted elevations are expected to vary +/- 3 cm.

James M. Griffis

(signed and stamped with a Washington State PLS stamp)

Primary Control - Acceptance and Processing by NGS

The GPS survey data was submitted by DEA to NGS to the Horizontal Network Branch of NGS for inclusion into the National Geodetic Reference System. The Horizontal Network Branch notified the City of Redmond in a letter dated October 5, 1993 that such action was taken and the City's primary network was given the name of GPS 503, City of Redmond Geodetic Control GPS Survey. A copy of the letter and survey network processing methodology have been provided at the end of this section.

Secondary Control - Ground Traverse Network

Methodology

David Evans and Associates, Inc. of Bellevue, Washington was contracted to do much of the field traverse work for the secondary, horizontal control network which consists primarily of A-Monuments and GLO corners. A-Monuments were set by City staff as convenient intermediary traverse points along major routes between GPS and/or GLO points. David Evans field work included all listed GLO Monuments and A-Monuments 1 through 24, 26 through 33, 35 through 51, 54, 56 through 96, 98 through 146, 152, and 155. City traverses picked up A-Monuments 14 through 18, 20, 23 through 29, 32, 34, 35, 37, 38, 40, 42, 43, 50 through 52, 55, 56, 59 through 64, 71, 72, 74 through 76, 79, 80, 83 through 95, 97 through 100, 107 through 130, and 133 through 197.

City instruments used: Lietz Set 4 Total Station with prisms, Lietz SDR 20 Data Collector, and Lietz B2A Automatic Level. The Set 4 reads horizontal and zenith angles directly to the nearest 5 seconds and distances to the nearest 0.01 feet.

A minimum of 2 sets of forward and reverse angles were turned with zenith angle and slope distance recorded for each observation as well. All raw data was converted into single line format for use in the least squares adjustment. This means that all horizontal and zenith angles and slope distance observations from a single setup for a specific foresight were each independently averaged to give one value of each for the adjustment. For example:

Measure Up at Instrument(MU) = 5.32 Target Height at Foresight(TH) = 5.22

Raw Data

<u>At-To</u>	<u>Slope Dist.</u>	<u>Zenith Angle</u>	<u>Horiz. Angle Rt</u>
F1 A_32-A_31	<Null>	<Null>	0-00-00
F1 A_32-A_163	700.35	87-00-20	34-26-35
F2 A_32-A_31	<Null>	<Null>	180-00-00
F2 A_32-A_163	700.35	272-59-35	214-26-35
F1 A_32-A_31	<Null>	<Null>	0-00-00
F2 A_32-A_163	700.34	87-00-20	34-26-35
F1 A_32-A_31	<Null>	<Null>	180-00-00
F2 A_32-A_163	700.34	272-59-30	214-26-40

Single Line Starnet Data

<u>At-From-To</u>	<u>Slope Dist</u>	<u>Zenith Angle</u>	<u>Horiz. Angle Rt.</u>	<u>MU-TH</u>
A_32-A_31-A163	700.344	87-00-23.8	34-26-36.2	+0.10

Note: Slope distance in Starnet data includes atmospheric correction

Adjustment

Final adjustment held northing and easting fixed for all GPS points. Due to project scheduling, adjustments were made on the GPS points prior to their final adjustment and acceptance into the NGRS. Standard levels were run from City of Redmond bench marks to nearby traverse points. Such

traverse points were fixed vertically in the adjustment within an estimated range. The range within which these points were allowed to float vertically in the adjustment was based on the length of the level loop and its closure and varied from .005 feet to .03 feet.

The network was adjusted with a least squares, 3D adjustment using Starnet software, Version 4, produced by Starplus Software, Inc. located in Oakland, California. The error tolerances and option settings are as shown below.

STAR*NET Run Mode:	Adjust with Error Propagation
Type of Adjustment:	3D
Input Order for Coordinates:	N, E, Elev.
Coordinate System:	Lambert NAD27(or NAD83) WA North 4601
Input Lineal Units:	US Feet
Input Order for Angle Stations:	At-From-To
Maximum Number of Iterations:	7
Convergence Limit Test Value:	0.050000
Correct Zeniths for Curvature & Refraction:	Yes
Adjust 3D Observations for Vert Divergence:	No
3D Data Input Mode:	Slope/Zenith

Default Instrument Settings

Default Standard Error for Distances:	0.02000
Default Standard Error for Angles:	5.000
Default Standard Error for Directions:	5.000
Default Standard Error for Az/Bearings:	5.000
Default Standard Error for Zeniths:	20.00
Default Standard Error for Delta Elev.:	0.05000
Centering Error for Instrument:	0.0030
Centering Error for Target:	0.0050
EDM Parts Per Million:	3.0000

Statistical Summary

The results of the adjustment are as follows:

Number of Observations =	2254
Number of Unknowns =	1409
Degrees of Freedom =	845
Chi Square test level=	5%

Data Type	Count	Weighted Residuals	Error Factor
Distances	736	136.35	0.70
Angles	784	194.35	0.81
Directions	0	0.00	0.00
Az/Bearings	0	0.00	0.00
Stations	53	1.10	0.04
Zeniths	435	145.88	0.95
<u>Delta Elev.</u>	<u>299</u>	<u>30.39</u>	<u>0.52</u>
Total	278	508.51	0.78

Raw Traverse Closure Summary (per Starnet listing)

Range of Closure	Number of Traverses	Total Lineal Feet of Traverses	Percent of Total LF
1:18,696	1	3,881	0.7%
< 1:50,000 & > 1:20,000	19	94,057	18.3%
< 1:100,000 & > 1:50,000	31	259,724	50.4%
<u>> 1:100,000</u>	<u>34</u>	<u>157,583</u>	<u>30.6%</u>
TOTALS	85	515,245	100.0%

Monumentation Used for the Horizontal Control Surveys

Primary Control - GPS Network Whenever possible, existing monumentation was used for the GPS survey. These monuments were either GLO monuments, street center line intersection monuments, or coincidentally both. As of this publication, 35 monuments were used and of these, 16 are new monuments. The following criteria were used to determine monument location:

- Approximately 1 mile apart in distance
- Good sight distance in two directions for enhanced traverse closure accuracy
- If existing, the monument had been maintained during roadway improvements
- If new, monument would not be disturbed by future roadway improvements
- Minimal change due to ground settlement
- Minimal sky cover for GPS satellite reception
- Minimal traffic control needed for observing GPS
- Minimal traffic control needed for monument use
- Stable ground for instrument set-up

These monuments are considered permanent and will be re-surveyed if disturbed and replaced if destroyed.

Most of the monuments are located inside of cast iron monument cases. These monuments have an aluminum block bolted to the inside barrel of the casing. The bar has been engraved with the words "CITY OF REDMOND HORIZONTAL CONTROL" and stamped with the designated identification e.g. "GPS 90 2F3". The new monuments use a 3 inch diameter brass disk engraved with "CITY OF REDMOND PUBLIC WORKS DO NOT DISTURB". Existing monuments can be a tack in lead which is potted in a concrete post, a brass disk, or a punch mark in lead.

Secondary Control - Ground Traverse Network Monumentation used to establish the secondary control network consists of existing monuments in the primary control network, existing GLO monuments, and new 2.5 inch diameter brass discs. The brass discs are embedded in roadway asphalt or sidewalk concrete at convenient instrument tripod locations for field survey traverses. They are stamped as A-series e.g. "A-123". A yellow triangle has been painted around the disk with 4 inch wide stripes (See diagram in Division V). The A-series brass monuments are more exposed to disturbance and destruction. These monuments were placed for the convenience of the City of Redmond Public Works survey crews and will not be maintained.

List of Monuments with Construction Disturbances

At the time of publication of this document, the following monuments have been reported to be disturbed or destroyed : A-27, A-28, A-31, A-33, A-54, A-56, A-59, A-73, A-96, A-153, A-170, and A-184.

Frequency of Updates and Reserved Rights

The City of Redmond will periodically update this publication. Currently, the next update is anticipated in five to seven years. Updates will be sent to the addresses of the purchasers of this notebook. It is the notebook purchaser's responsibility to notify the City of changes in address. NGS may decide to adjust its Super Net monuments at a later date and these adjustments will be noted in the notebook updates.

The City of Redmond reserves the right to provide names of the purchasers and dates of purchase to interested parties upon inquiry or as part of the promotional effort for sale and distribution of this notebook.

DEA Contractual Scope of Work - Primary GPS Network

The following is text taken from the contract made with DEA and the City and represents the agreed upon scope of work for the Primary GPS Network

I. OBJECTIVES

A. ESTABLISH A HORIZONTAL CONTROL NETWORK FOR THE CITY OF REDMOND using Global Positioning System (GPS) technology and federal survey standards. The purpose of the network is to provide a basic coordinate grid for a Stormwater Management Division's Basin maps.

B. INCORPORATE THE CONTROL NETWORK INTO THE NATIONAL GEODETIC REFERENCE SYSTEM. The survey shall be performed and recorded in the format necessary for submittal and incorporation for the National Geodetic Reference System.

C. PROVIDE FOR PUBLIC USE OF THE SURVEY BY THE PUBLICATION OF THE CONTROL POINTS AND SURVEY NOTES. The survey information shall be made available to the public. DEA will assist the City in preparing the manuscript.

D. MEET THE SURVEY CRITERIA SET FORTH BY THE NATIONAL GEODETIC SURVEY USING THE FOLLOWING ACCURACY AND GUIDING DOCUMENTS: The survey shall contain the accuracy ascribed to the Group C, 1st order (adjusted error of 10 ppm or less) of the Federal Geodetic Control Committee (FGCC) standards as described in the 1985 edition of FGCC's "Standards and Specifications for Geodetic Control Networks". This document and the document "1984 Edition of FGCC's Geometric Geodetic Accuracy Standard and Specifications for GPS Relative Positioning Techniques" v 5.0, 5/11/88 (rev. 8/89) shall be used as guidelines and specifications for the survey.

II. WORK TO BE INITIALLY PERFORMED: The City has chosen 40 locations for GPS horizontal control points. In addition, 3 reference points outside the network of points will be used for survey control.

A. MAKE RECOMMENDATIONS REGARDING THE LOCATIONS OF GIS/GPS HORIZONTAL CONTROL POINTS. DEA shall meet with the City to advise, review, and comment on the location of control points. Existing points may be deleted or additional points may be added upon completion of the initial review of the City's needs. Procedure for compensation shall follow the guidelines provided in Exhibit A.

B. FIELD RECONNAISSANCE: The city will perform the field reconnaissance to collect individual site data. DEA will field locate the GPS control points at Sandpoint, Bothell, and Snoqualmie and determine their value for the GPS survey.

C. MONUMENTATION: DEA shall be responsible to review the City's proposed monumentation and respective documentation of the individual monuments prior to making satellite signal receptions. DEA will

determine the city's field notes and documentation are sufficient for use in providing the deliverable material of Section III. The city retains the option of correcting the deficiency or requesting DEA to perform the correction.

VERTICAL DATUM: DEA shall use benchmarks installed by the city in 1989 for making four (4) vertical ties to the GPS observation network of control points. DEA shall prepare the accompanying survey and NGS submittal documentation for these ties. Additional ties, upon approval by the City, may be made. Compensation shall follow the guidelines of Appendix B. Preferential consideration will be given to benchmarks that can be directly occupied.

EXISTING MONUMENTS: The City will give first priority to use of existing monuments (e.g. benchmarks and street monuments) that are acceptable to NGS for registration. The local NGS representative shall provide review and comment of these monuments prior to satellite observation.

NEW MONUMENTS: The City shall install new horizontal control monuments, as needed, to provide ease of sky and instrument access. The local NGS representative shall also provide review and comment of these monuments prior to satellite observation.

D. RECEIVE AND PROCESS SATELLITE SIGNALS DEA shall be responsible for the reception and processing of GPS satellite signals. DEA shall determine the scheduling and deployment of receivers and field observers for this task. The City will provide traffic control, as needed in the field, for the observation and reception of the satellite signals. DEA shall notify the City one week in advance of the needed traffic control.

E. PERFORM DATA REDUCTIONS DEA shall perform signal data reductions for horizontal location of each GPS point. The results of reductions shall be provided to the City in the following formats:

1. Minimally Constrained
2. Fully Constrained

F. SUBMIT RESULTS TO NGS DEA shall submit the survey to NGS for registration per format required by NGS.

G. PROVIDE INFORMATION TO SWM DEA shall provide to the city the results of the survey and data reduction within two weeks of completion of the data reduction.

H. ADJUST SURVEY TO THE PRECISE NETWORK DEA shall adjust the survey to the Precise GPS Network for the State of Washington. The work shall be performed when the coordinates become available. (estimated at January 1991).

III. ITEMS TO BE FURNISHED TO THE CONSULTANT BY THE CITY The City will provide the following:

Locations, skymaps, and access descriptions of the selected GPS control points. Monuments for the control points and photographs of the monuments shall be provided. Monument records with a description, sketch ties and monument number will be furnished by the City.

The city will also provide traffic control as needed when given one week of notice by DEA.

IV. DOCUMENTS TO BE FURNISHED BY THE CONSULTANT Final produce delivered to the City will be:

Two (2) copies of manuscripts and data submitted to NGS for registration.

Computer disk copy (formatted in ASCII/MS-DOS) of all GPS point locations per Sect. II.d. of this contract.

GPS Monument Naming and Cross Reference for Archival Research

Persons working with NGS supplied information should be aware of the changes listed below. Three of the GPS monuments were identified incorrectly with respect to the map grid. These errors persisted throughout the interim phase of organization, compilation, and the registration (with NGS) of the GPS survey data. Draft review of this publication brought them to light. The monument identifications were then changed to conform to the City grid map labeling system.

NGS Registration


GPS90-4E2
GPS90-4E4
GPS90-3F1

Revised City Designation

GPS90-5E4
GPS90-4E2
GPS90-3F4

TYPE OF MON _____
(GPS GLO "A" BM STREET)
MON. ID No. _____

COMMENTS: _____



NORTH



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Coast and Geodetic Survey
Rockville, Maryland 20852

OCT 5 1993

Mr. Phil Cohen
City of Redmond
Public Works Dept
15670 NE 85th Street
Redmond, Washington 98052-3584

Dear Mr. Cohen:

The National Geodetic Survey has completed processing GPS 503, the City of Redmond Geodetic Control Network GPS Survey. Therefore, for your information, enclosed are copies of the project report and the NAD 83 (91) coordinates.

No particular problems were encountered during processing and good results were achieved. Please call if you have any questions about the results, 301-713-3176.

Sincerely,

Maralyn L. Vorhauer

Maralyn L. Vorhauer
Technical Assistant
Horizontal Network Branch
National Geodetic Survey

Enclosures



U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Adm.

COMPUTATION
of
HORIZONTAL CONTROL

NAD 83 (1991)
NGVD 29

State...WASHINGTON.....

LOCALITY

....CITY OF REDMOND GEODETIC CONTROL...

.....NETWORK.....

Year of Observation, 1990
Year of Computation, 1993

Chief of Party James M. Griffis.....

Observer .David Evans & Associates..

Computer ..Gloria G. Edwards.....

..2..Vols.

Vol..z...

Part 1

U.S. DEPARTMENT OF COMMERCE
National Oceanic & Atmospheric Administration
National Ocean Service
Charting and Geodetic Services
National Geodetic Survey

REPORT OF HORIZONTAL CONTROL COMPUTATIONS

Horizontal Network Branch

State & Project Identification No.: WA-464

Classification: First-Order

Horizontal Datum: NAD 83 (1991) Vertical Datum: NGVD 29

Geoid: GEOID 93

Ellipsoid: GRS 80

Locality: City of Redmond Geodetic Control Network

Acc. No.: GPS-503

Date of Field Work: 1990 Chief of Party: James M. Griffis

***** OFFICE COMPUTATION *****

Acc. No.: GPS-503

Date of Computation: 1993

Number of Stations:

New:	=	35
Old:		
Fixed:	=	6
Readjusted:	=	2

Total	=	43

Main Scheme:	=	43
Supplemental:	=	
Non-monumented:	=	
Temporary:	=	

Total	=	43

Free adjustment variance of unit weight (σ^2_0): = 1.01
Constrained adjustment variance of unit weight (σ^2_1): = 1.01
Ratio: $\sigma^2_1/\sigma^2_0 = 1.00$

Gloria G. Edwards

Gloria G. Edwards
Geodesist in charge of work

D. S. Snellgrove

D. S. Snellgrove
Chief of Section

Elizabeth B. Wade

Elizabeth B. Wade
Chief of Branch

PROJECT DATA

Locality: City of Redmond Geodetic Control Network
Source: GPS-503
Project ID: WA-464
Year of observation: 1990
Sketch No.: GPS503
Number of occupied stations: 43
Number of unoccupied stations: 0
Degrees of Freedom (free adjustment): 150
Degrees of Freedom (constrained adjustment): 163
Degrees of Freedom (vertical adjustment): 156
Variance of Unit Weight (free adjustment): 1.01
Variance of Unit Weight (constrained adjustment): 1.01
Variance of Unit Weight (vertical adjustment): 1.30

The purpose of this project was to establish a geodetic control network for the Public Works Department of the City of Redmond, Washington.

Program CHKOBs was run to verify the Blue Book observation files. No major errors were found.

Description Analysis

The program XGEODE was run to check the unified description file.

Excess time was spent correcting errors in the description file. Illegal characters such as ", ', etc., were coded in the file. Please refer to page 3-11 of the Blue Book. The words IN or INCH and FT or FEET should be used in the text of the description file instead of the special characters above.

The following stations were submitted with recovery notes in the description file, but these stations are maintained by the City of Redmond and are not contained in the NGSIDB:

Station Name

2F3
2E3
3F3
3D1
5D3
6C3
3E1
4E2
4E4
6E3
3E4
6F3
3G2
4G2
5H2
R 297

The program OBSDESED was run to compare the unified description file with the observation data file. No major errors were found.

The above checking routines were rerun after the required corrections were made and no more errors were indicated.

The program GEOID93 was used to determine geoid heights.

The program DEFLEC93 was used to determine vertical deflections.

Free Adjustment

A free adjustment was executed. All vectors submitted to the Horizontal Network Branch in the G-file format participated in the adjustment. The NGSIDB position and elevation for station OVERLAKE, source GPS222, were constrained.

The initial adjustment produced a variance of unit weight of 3.72 with 150 degrees of freedom. The standard errors of the observations were scaled by a factor of 1.93 (the square root of the variance). A second adjustment was executed which produced a variance of unit weight of 1.01.

Constrained Adjustment

The initial adjustment constraining all previously adjusted coordinates and ellipsoid heights produced a variance of unit weight of 11.14 with 168 degrees of freedom.

This adjustment produced large normalized residuals on the vectors at stations VALL and SAND POINT. The accuracies on the observed vector lines between these stations fell well below the 1:100,000 standard for this project. Several test adjustments were executed, which included readjusting station VALL using the NGSIDB classical observation ties to station VALL. But the accuracies produced by the added NGSIDB stations, mostly coded first-order, also failed to meet the accuracy standard of the project and did not fit the GPS network.

Since the NGSIDB observations did not fit the GPS network, stations VALL and SAND POINT were readjusted using only the GPS observations. A second adjustment was used to determine the accuracies generated by the classical ties retrieved from the NGSIDB connected to station VALL, published first-order. See the discussion below. SAND POINT was a second order station and no further action was deemed necessary.

The final constrained adjustment was run constraining the coordinates and ellipsoid heights of the following previously determined stations:

<u>Station Name</u>	<u>Source</u>	<u>O/T</u>	<u>Ellipsoid Hgts (m)</u>
AVIATION 2	GPS-222	AA	-15.742
FUNK	"	BA	13.929
LAKE FOREST	G-17522	11	
MEAD	GPS-222	BA	108.578
OVERLAKE	"	BA	89.289
TIGER MTN	G-17522	11	

The variance of unit weight for the final constrained adjustment in Part 1 of this project was 1.01 with 163 degrees of freedom. The variance of unit weight ratio of the constrained adjustment to the free adjustment was 1.00.

Vertical Adjustment

The bench mark and NGSIDB elevations of the following stations were held fixed in the vertical adjustment:

<u>Station Name</u>	<u>Source</u>	<u>Elevation/Code</u>
AVIATION 2	L-24669	6.685 B
FUNK	L-25294/18	35.617 B

<u>Station Name</u>	<u>Source</u>	<u>Elevation/Code</u>
MEAD	GPS-222	129.131 B
OVERLAKE	L-25294/24	111.57 B
R 297	L-12294	128.348 B
SAND POINT	GPS-097	7.56 B
TIGER MTN	G-17522	914.60 R

The initial vertical adjustment produced large normalized on the vertical components of the observed lines involving stations LAKE FOREST and VALL. The variance of unit weight was 17.01. A test adjustment was executed without constraining the NGSIDB elevation for each of these stations. Since the elevation shift in the test was more than a decimeter, I decided to re-determine the elevation for each of these two stations. The differences between the old NGSIDB elevations versus the new elevations were -0.380 meters and 0.100 meters, respectively.

The largest normalized residual in the final adjustment was on the vertical component of the vector at station R 297. The bench mark elevation of this station was not readjusted.

The variance of unit weight for the final vertical adjustment was 1.30 with 156 degrees of freedom.

Free Adjustment with Accuracies

A final free adjustment was run to obtain accuracies over all vector lines. The final positions from the constrained GPS adjustment were used as input. The variance of unit weight was 1.01 with 150 degrees of freedom.

All observed vectors exceeded the First-Order standard (1:100,000) for the project. See the attached list of Length Relative Accuracies.

The second adjustment mentioned above was executed as a test, constraining all NGSIDB station coordinates with ties to station VALL, constraining the readjusted coordinates of station VALL from the GPS adjustment above, and utilizing the appropriate observation ties to station VALL retrieved from the NGSIDB. All the accuracies produced were first-order except for five lines connected to second or lower order stations and one line of 52 meters.

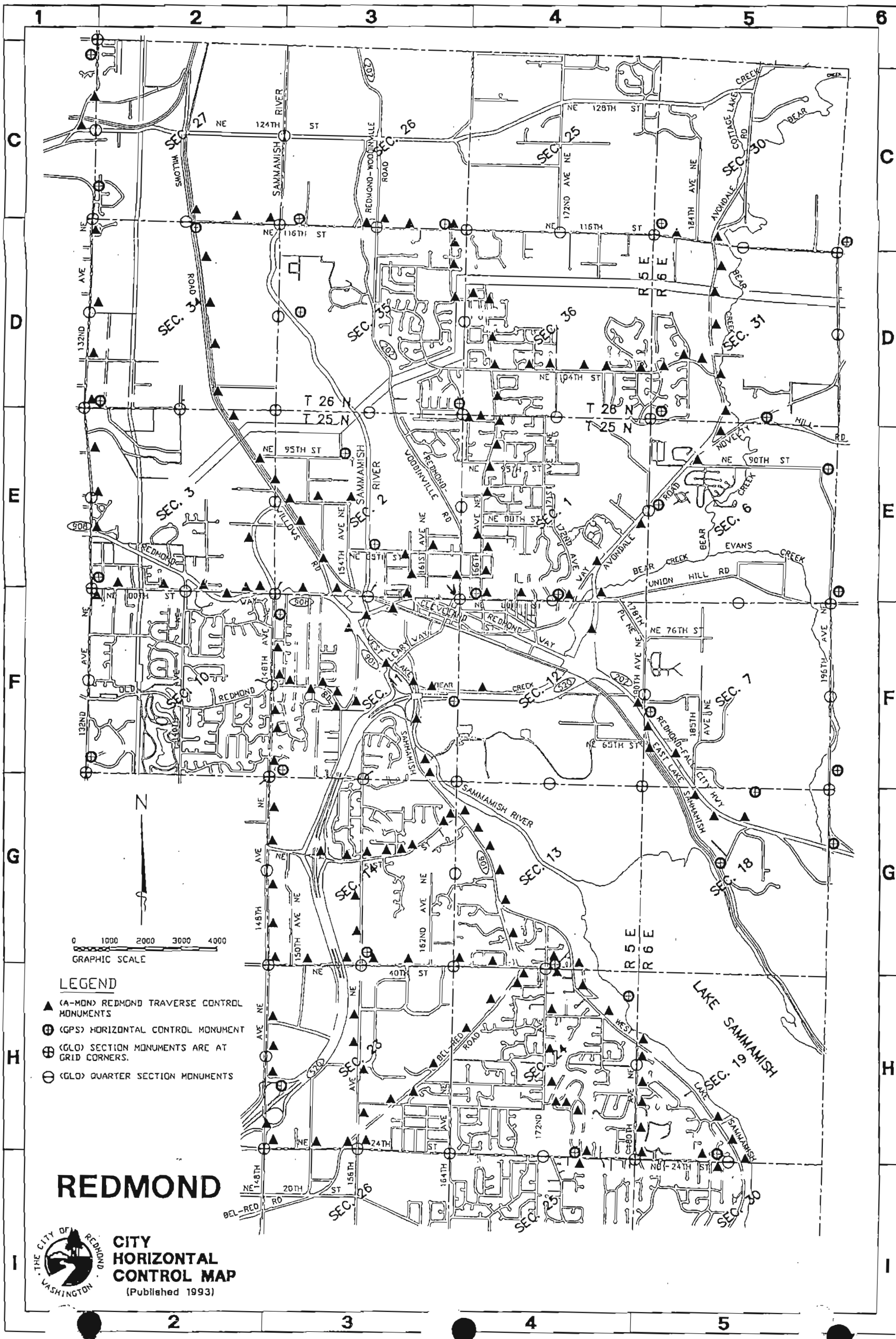
All vector rejections were made prior to these office adjustments and all new positions and elevations were determined with vector checks.

Data Base Notes:

The elevation and elevation code for the following stations should be superceded in the NGSIDB:

<u>Station Name</u>	<u>Old Elevation</u>	<u>New Elevation</u>
LAKE FOREST	162.00 V	162.38 G
VALL	26.30 R	26.40 G

DIVISION II



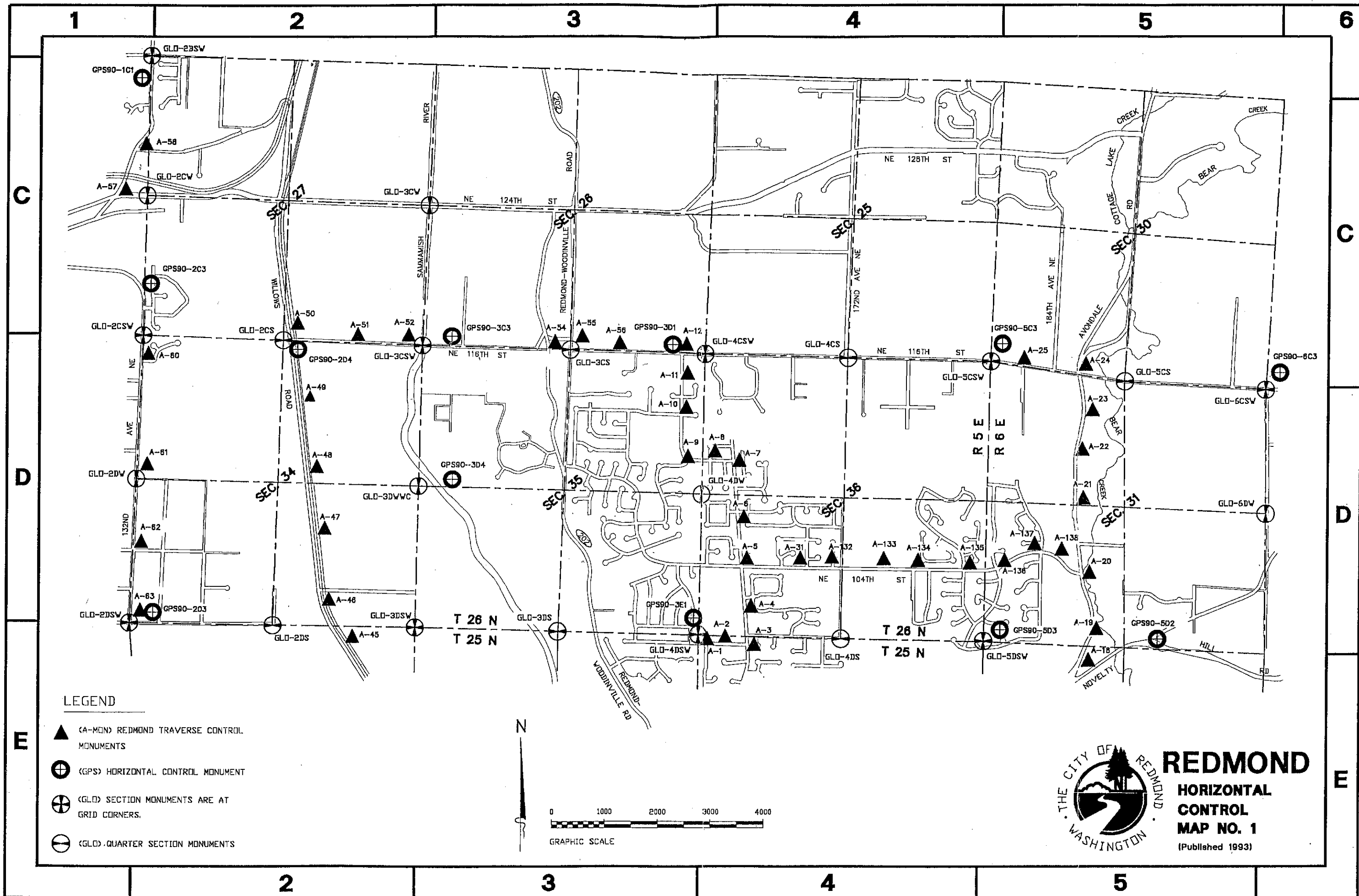
LEGEND

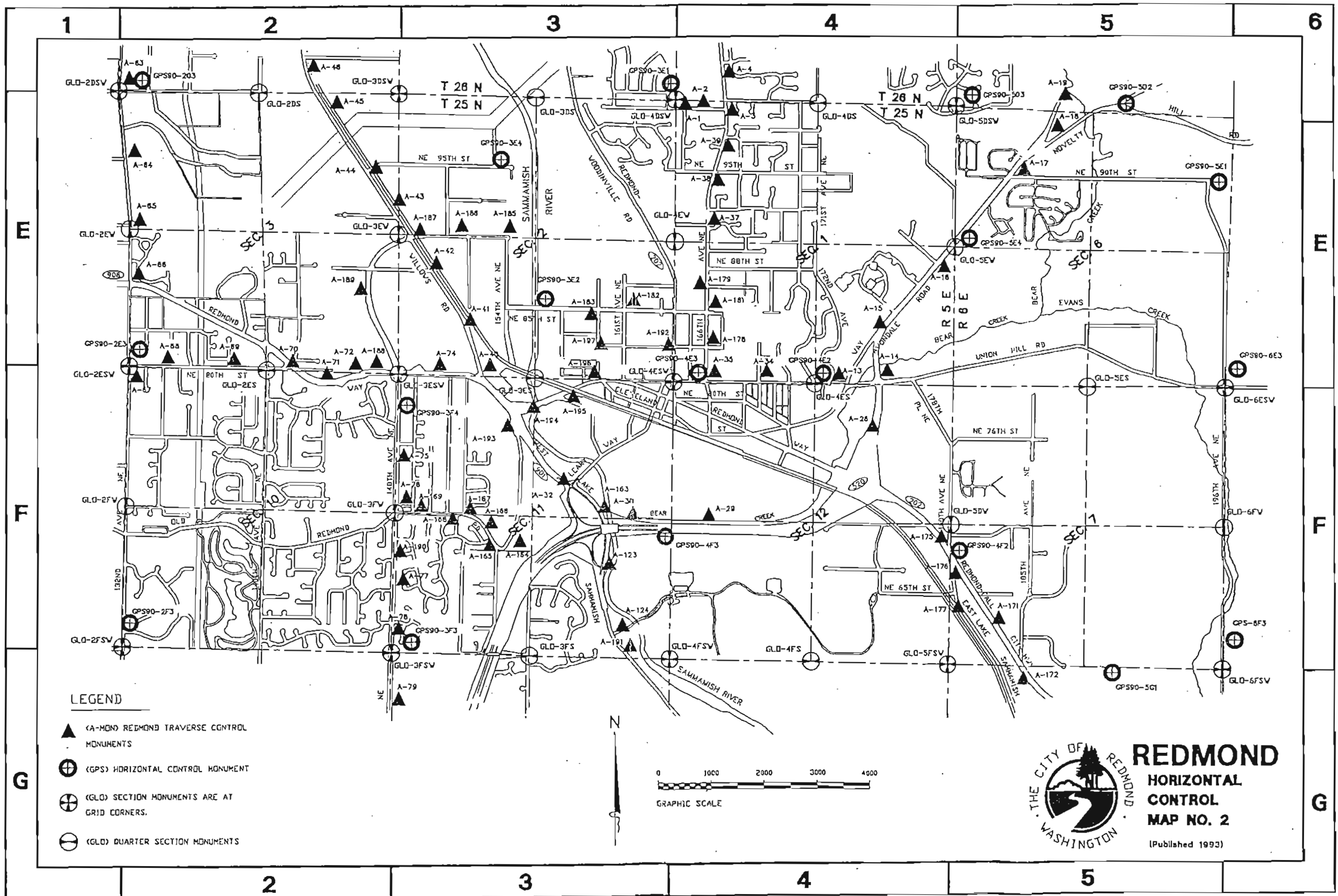
- ▲ (A-MON) REDMOND TRAVERSE CONTROL MONUMENTS
- ⊕ (GPS) HORIZONTAL CONTROL MONUMENT
- ⊕ (GLO) SECTION MONUMENTS ARE AT GRID CORNERS.
- ⊕ (GLO) QUARTER SECTION MONUMENTS

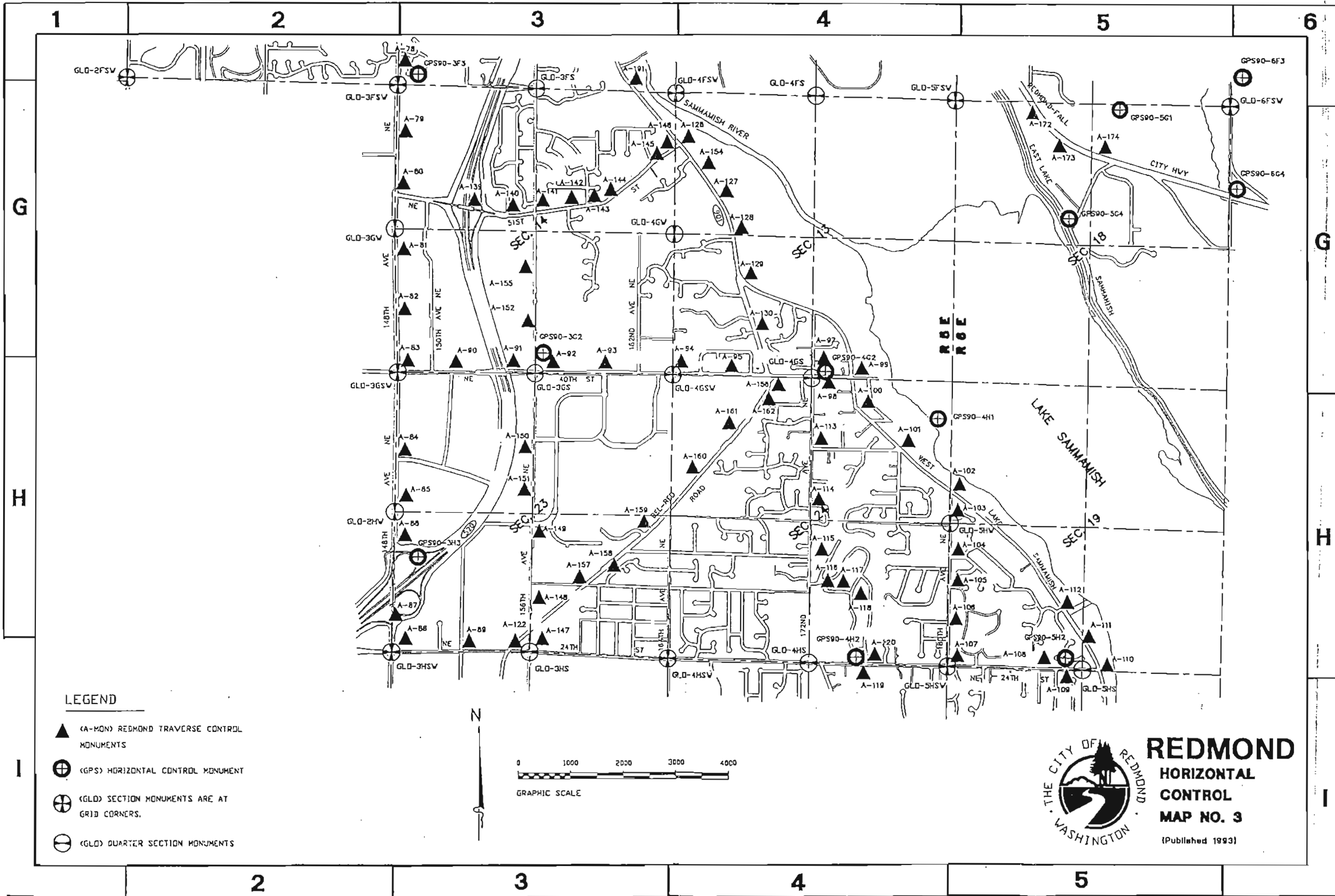
REDMOND



CITY HORIZONTAL CONTROL MAP
(Published 1993)







LEGEND

- ▲ (A-MON) REDMOND TRAVERSE CONTROL MONUMENTS
- ⊕ (GPS) HORIZONTAL CONTROL MONUMENT
- ⊕ (GLO) SECTION MONUMENTS ARE AT GRID CORNERS.
- ⊕ (GLO) QUARTER SECTION MONUMENTS

0 1000 2000 3000 4000
GRAPHIC SCALE



REDMOND
HORIZONTAL
CONTROL
MAP NO. 3

(Published 1993)

DIVISION III

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
GPS MONUMENTS**

STATION	NAD-27		METRIC NAD-83 (91) METERS		NAD-83(91)		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	LATITUDE	LONGITUDE	
GPS90-1C1	264643.611	1672375.199	80645.754	400049.951	264585.278	1312497.214	47°43'03.24783"	122°09'55.97212"	310.0
GPS90-2C3	260615.754	1672601.120	79418.066	400118.805	260557.438	1312723.113	47°42'23.54029"	122°09'51.65010"	325.0
GPS90-3C3	259642.734	1677832.650	79121.485	401713.373	259584.405	1317954.625	47°42'14.82433"	122°08'34.92589"	37.7
GPS90-5C3	259324.074	1688446.150	79024.333	404948.356	259265.666	1328568.065	47°42'13.43227"	122°05'59.69171"	188.1
GPS90-6C3	258796.999	1693633.117	78863.678	406529.334	258738.584	1333755.990	47°42'09.06647"	122°04'43.73977"	180.8
GPS90-2D3	254391.048	1672333.139	77520.781	400037.118	254332.762	1312455.111	47°41'22.07033"	122°09'53.99328"	312.7
GPS90-2D4	259703.189	1675285.121	79139.915	400936.888	259644.871	1315407.107	47°42'14.99144"	122°09'12.18269"	42.6
GPS90-3D1	259482.645	1682682.001	79072.685	403191.452	259424.301	1322803.955	47°42'14.05275"	122°07'23.99483"	247.9
GPS90-3D4	256986.103	1678238.682	78311.745	401837.128	256927.783	1318360.644	47°41'48.67717"	122°08'28.33029"	30.4
GPS90-5D2	254031.953	1691427.385	77411.303	405857.026	253973.583	1331549.259	47°41'21.69177"	122°05'14.84908"	79.1
GPS90-5D3	254040.295	1688341.037	77413.850	404916.308	253981.940	1328462.920	47°41'21.27537"	122°05'59.95733"	316.1
GPS90-2E3	249230.427	1672515.500	75947.832	400092.691	249172.179	1312637.437	47°40'31.17752"	122°09'50.02457"	433.6
GPS90-3E1	254196.005	1682842.320	77461.317	403240.305	254137.671	1322964.234	47°41'21.91109"	122°07'20.35716"	286.5
GPS90-3E2	250316.858	1680312.035	76278.962	402469.075	250258.561	1320433.957	47°40'43.21237"	122°07'56.37943"	42.2
GPS90-3E4	252943.528	1679532.827	77079.569	402231.576	252885.219	1319654.762	47°41'09.00207"	122°08'08.41435"	27.7
GPS90-4E2	248843.708	1685583.005	75829.936	404075.655	248785.382	1325704.878	47°40'29.54588"	122°06'39.00457"	126.3
GPS90-4E3	248879.081	1683227.283	75840.724	403357.637	248820.775	1323349.181	47°40'29.50778"	122°07'13.43157"	41.1
GPS90-5E1	252537.978	1693165.940	76955.939	406386.933	252479.610	1333287.796	47°41'07.22799"	122°04'49.08676"	42.9

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
GPS MONUMENTS**

STATION	NAD-27		METRIC NAD-83 (91) METERS		NAD-83(91)		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	LATITUDE	LONGITUDE	
GPS90-5E4	251424.822	1688290.836	76616.655	404901.005	251366.476	1328412.714	47°40'55.45782"	122°06'00.06189"	56.9
GPS90-6E3	248760.163	1693428.759	75804.464	406467.037	248701.812	1333550.604	47°40'29.99053"	122°04'44.35246"	65.2
GPS90-2F3	244196.449	1672386.482	74413.475	400053.360	244138.209	1312508.399	47°39'41.48094"	122°09'50.63792"	486.3
GPS90-3F3	243788.264	1677505.956	74289.054	401613.772	243730.005	1317627.850	47°39'38.31964"	122°08'35.75741"	353.8
GPS90-3F4	248401.481	1677689.824	75695.160	401669.823	248343.204	1317811.744	47°40'23.87319"	122°08'34.21805"	209.8
GPS90-4F2	245489.168	1688186.715	74807.473	404869.258	245430.851	1328308.557	47°39'56.86813"	122°06'00.15612"	49.6
GPS90-4F3	245858.444	1682715.823	74920.037	403201.739	245800.155	1322837.705	47°39'59.61591"	122°07'20.16527"	31.5
GPS90-6F3	243404.363	1693382.536	74172.028	406452.941	243346.062	1333504.357	47°39'37.13232"	122°04'43.76162"	69.8
GPS90-3G2	238418.583	1680121.409	72652.377	402410.952	238360.340	1320243.265	47°38'45.76967"	122°07'56.23101"	336.4
GPS90-4G2	238344.435	1685388.613	72629.773	404016.394	238286.180	1325510.453	47°38'45.90801"	122°06'39.29839"	116.2
GPS90-5G1	243262.294	1691075.271	74128.729	405749.689	243204.005	1331197.105	47°39'35.36060"	122°05'17.42910"	77.2
GPS90-5G4	241102.495	1690229.656	73470.420	405491.944	241044.203	1330351.486	47°39'13.91133"	122°05'29.26486"	40.1
GPS90-6G4	241690.069	1693341.189	73649.515	406440.337	241631.784	1333463.006	47°39'20.20911"	122°04'43.96034"	71.6
GPS90-3H3	234828.202	1677707.676	71558.034	401675.241	234769.983	1317829.520	47°38'09.93667"	122°08'30.58619"	365.9
GPS90-4H1	237419.612	1687598.851	72347.885	404690.073	237361.353	1327720.681	47°38'37.14265"	122°06'06.80056"	29.9
GPS90-4H2	232883.966	1686058.354	70965.426	404220.523	232825.735	1326180.166	47°37'52.13395"	122°06'28.19814"	347.7
GPS90-5H2	232805.340	1690237.859	70941.458	405494.433	232747.100	1330359.652	47°37'52.03654"	122°05'27.16523"	180.3

***** GPS MONUMENT DESCRIPTION ***** GPS90-1C1

STAMPING: GPS90 1C1

NGS DESIGNATION: GPS90 1C1

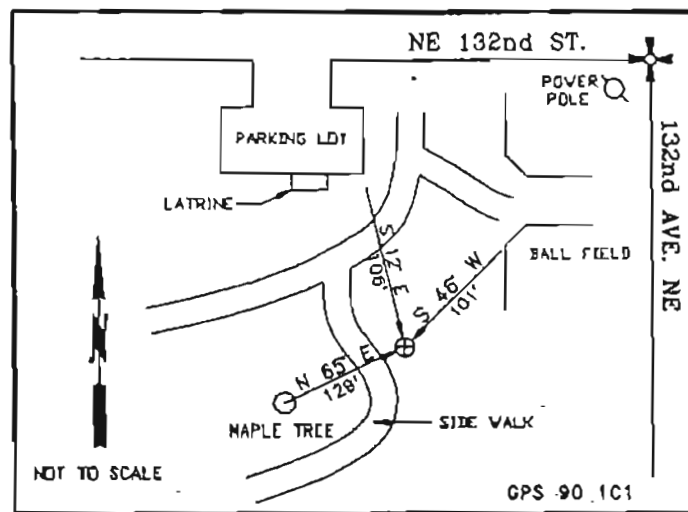
ALIAS: KING COUNTY PARK OF 132ND SQUARE

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 20B (N.E. 124TH ST.) AND PROCEED EAST ON N.E. 124TH ST. PROCEED PAST 124TH AVE N.E., TURN LEFT AT 132ND AVE. N.E. AND PROCEED NORTH FOR APPROX. 1/2 MILE. AT THE INTERSECTION OF N.E. 132ND STREET AND 132ND AVENUE N.E., MAKE A LEFT TURN ONTO N.E. 132ND ST. PROCEED 380' FROM INTERSECTION, TURN LEFT INTO THE PARKING LOT OF THE KING CO. PARK OF "132ND SQUARE" AND PROCEED TOWARD PUBLIC RESTROOMS AT SOUTH END OF PARKING LOT.

MONUMENT IS AT THE TOP OF A GRASSY KNOLL. MONUMENT IS S12E, 106 FT (32.3 M) FROM THE PUBLIC RESTROOMS AND N65E, 129 FT (39.3 M) FROM A LARGE MAPLE TREE. AND S46W, 101 FT (30.8 M) FROM THE NORTHWEST CORNER OF THE SOUTHERNMOST BALL FIELD.

MONUMENT IS A 3" DIA. BRASS DISK SET IN CONCRETE AND IS 5" BELOW GRADE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON MONUMENT CASE WITH "WSDOT MON" ON THE LID. DISK IS INSCRIBED "CITY OF REDMOND PUBLIC WORKS, DO NOT DISTURB" AND STAMPED "GPS90 1C1".



***** GPS MONUMENT DESCRIPTION ***** GPS90-2C3

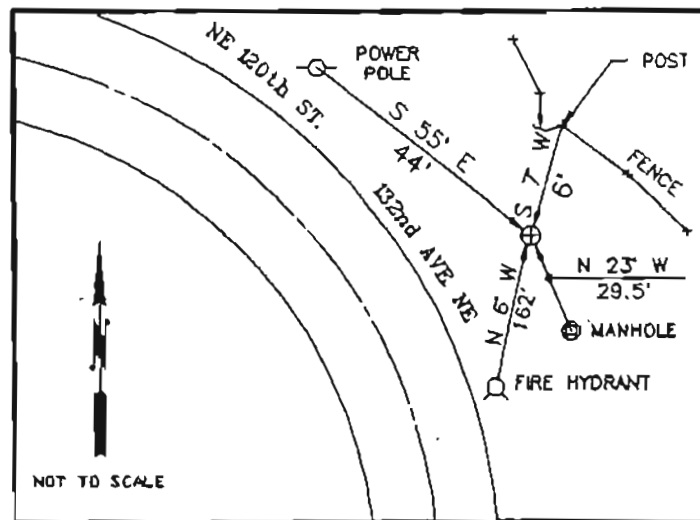
STAMPING: GPS90 2C3
NGS DESIGNATION: GPS90 2C3
ALIAS: SEATTLE WATER DEPT. RIGHT-OF-WAY 1

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 18, STATE ROUTE 908 (N.E. 85TH ST.) AND TRAVEL EAST ON N.E. 85TH ST. FOR APPROXIMATELY 1 MILE. AT THE INTERSECTION OF N.E. 85TH ST. AND 132ND AVE N.E., TURN LEFT ONTO 132ND AVE N.E. AND PROCEED NORTH FOR ABOUT 2 MILES. PASS THE MAIN ENTRANCE TO LAKE WASHINGTON VOCATIONAL-TECHNICAL SCHOOL AND N.E. 117TH WAY. JUST AS 132ND AVE N.E. CURVES TO THE LEFT (WHICH IS WHERE N.E. 120TH ST. BEGINS) AND ON THE EAST SIDE IS A SEATTLE WATER DEPT. CLEARED RIGHT-OF-WAY.

MONUMENT IS 0.4 MILES EAST OF S. SLATER AVE. AND 280 FEET NORTH OF N.E. 117TH. MONUMENT IS S55E, 44 FT (13.4 M) FROM A POWER POLE, S7W 6 FT (1.8 M) FROM A GATE POST, AND N6W, 162 FT (49.4 M) FROM A FIRE HYDRANT.

MONUMENT IS A 3" DIA. BRASS DISK SET INTO A CONCRETE BASE INSIDE AND 8" DIA. CAST IRON CASE. CASE LID IS MARKED "WSDOT MON". DISK IS INSCRIBED CITY OF REDMOND, DO NOT DISTURB" AND STAMPED "GPS90 2C3".



***** GPS MONUMENT DESCRIPTION ***** GPS90-2D3

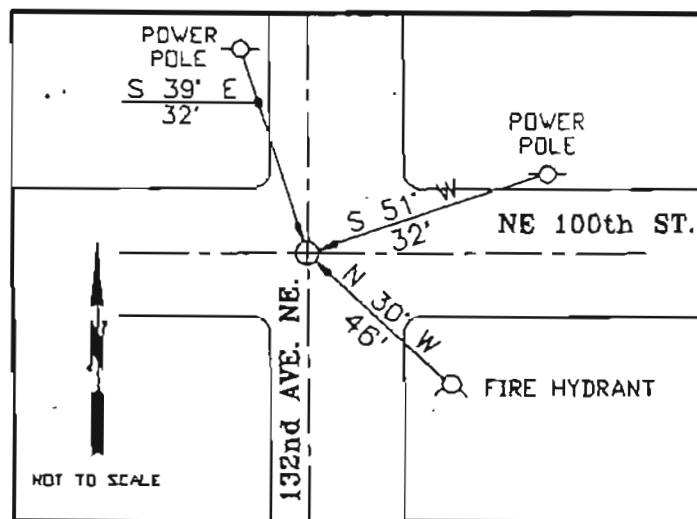
STAMPING: GPS90 2D3
NGS DESIGNATION: GPS90 2D3
ALIAS: 132ND AND 100TH ST. INTERSECTION.

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC.

FROM I-405, TAKE EXIT 18, STATE ROUTE 908 (N.E. 85TH ST.) AND TRAVEL EAST ON N.E. 85TH FOR APPROXIMATELY 1 MILE. AT 132ND AVE. N.E. TURN LEFT AND PROCEED NORTH FOR APPROXIMATELY 0.7 MILES TO THE INTERSECTION OF 132ND AVE. N.E. AND N.E. 100TH ST. MONUMENT IS THE EXISTING CENTERLINE MONUMENT LOCATED IN THE ROADWAY ASPHALT AT THIS INTERSECTION.

MONUMENT IS S39E, 32 FT (9.75 M) FROM A POWER POLE, S51W, 32 FT (9.75 M) FROM A SECOND POWER POLE, AND N30W, 46 FT (14.02 M) FROM A FIRE HYDRANT.

MONUMENT IS A TACK IN A 3/4" SQUARE LEAD PLUG WHICH IS SET INTO A 3 1/4" SQUARE CONCRETE BASE AND IS 7" BELOW GRADE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASE. AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 2D3" ON THE TOP.



***** GPS MONUMENT DESCRIPTION ***** GPS90-2D4

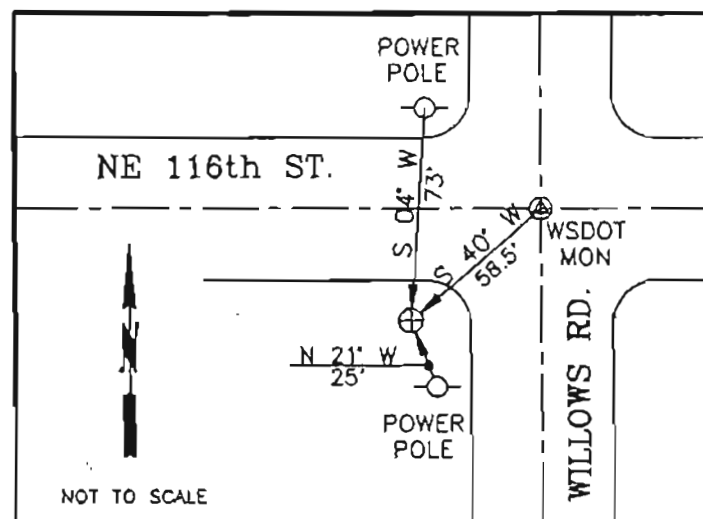
STAMPING: GPS90 2D4
NGS DESIGNATION: GPS90 2D4
ALIAS: 116TH AND WILLOWS ROCKET RESEARCH

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 20B (N.E. 124TH STREET) AND PROCEED EAST ON N.E. 124TH STREET FOR APPROXIMATELY 1 MILE TO A TRAFFIC SIGNAL LIGHT, AT THE INTERSECTION OF N.E. 124TH STREET AND WILLOWS ROAD N.E., TURN RIGHT AND PROCEED SOUTH ON WILLOWS ROAD N.E. AT APPROXIMATELY 0.5 MILES IS A TRAFFIC SIGNAL LIGHT AT THE INTERSECTION OF N.E. 116TH STREET AND WILLOWS RD. N.E. MONUMENT IS LOCATED ON A GRASSY KNOLL IN THE SOUTHWEST QUADRANT OF THIS INTERSECTION.

MONUMENT IS S40W 58.5 FT (17.83 M) FROM THE CENTERLINE INTERSECTION MONUMENT. MONUMENT IS S4W 73 FT (22.25 M) FROM A POWER POLE AND N21W, 25 FT (7.62 M) FROM A SECOND POWER POLE.

MONUMENT IS A 3" DIA. BRASS DISK SET BELOW GRADE IN A CONCRETE BASE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASING WITH "WSDOT MON" ON THE LID. DISK IS INSCRIBED WITH "CITY OF REDMOND DEPARTMENT OF PUBLIC WORKS, DO NOT DISTURB" AND STAMPED "GPS90 2D4".



***** GPS MONUMENT DESCRIPTION ***** GPS90-2E3

STAMPING: 4/3/9/10

NGS DESIGNATION: GPS90 2E3

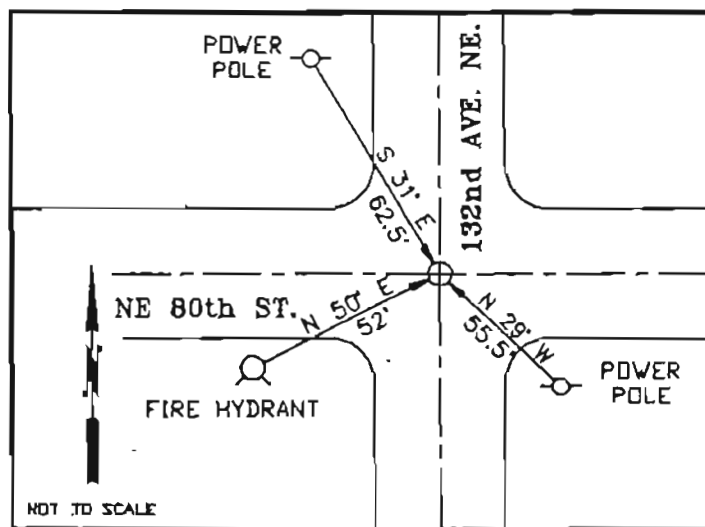
ALIAS: INTERSECTION OF 132ND AVE. AND NE 80TH

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 18, STATE ROUTE 908 (N.E. 85TH ST.) AND PROCEED EAST ON N.E. 85TH ST. FOR APPROXIMATELY 1 MILE TO 132ND AVE. N.E. TURN RIGHT ONTO 132ND AVE N.E. AND PROCEED SOUTH FOR APPROXIMATELY 0.25 MILE TO THE INTERSECTION OF N.E. 80TH ST. AND 132ND AVE. N.E. MONUMENT IS THE EXISTING CENTERLINE MONUMENT LOCATED IN THE ROADWAY ASPHALT AT THIS INTERSECTION.

MONUMENT IS S31E, 62.5 FT (19.05 M) FROM A POWER POLE, N29W, 55.5 FT (16.92 M) FROM A SECOND POWER POLE, AND N50E, 52 FT (15.85 M) FROM A FIRE HYDRANT.

MONUMENT IS A 3" DIA. BRASS DISK SET INTO A 4" SQUARE CONCRETE POST AND IS 13" BELOW GRADE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASE. DISK HAS A CENTER PUNCH MARK AND IS INSCRIBED "KING COUNTY SURVEY". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND, HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS 90 2E3" ON THE TOP.



***** GPS MONUMENT DESCRIPTION ***** GPS90-2F3

STAMPING: GPS90 2F3

NGS DESIGNATION: GPS90 2F3

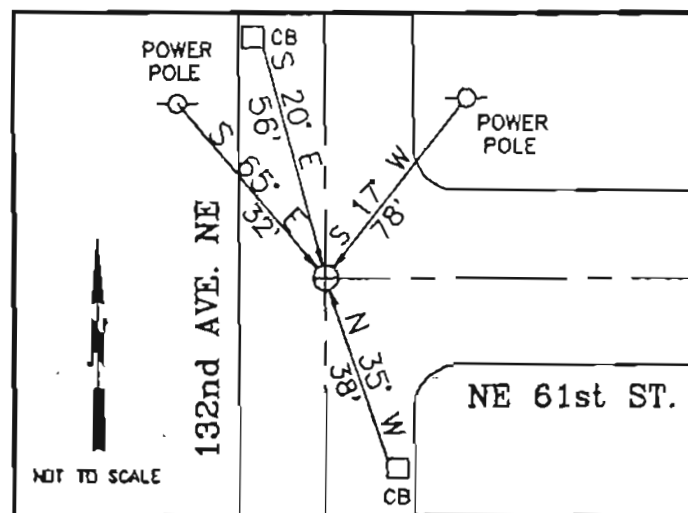
ALIAS: 132ND AVE. NE AND NE 61ST ST. CENTERLINE MONUMENT.

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990,
CHIEF OF PARTY PLC

FROM I-405 TAKE EXIT 18, STATE ROUTE 908 (N.E. 85TH STREET) AND
PROCEED EAST ON N.E. 85TH STREET FOR APPROXIMATELY 1 MILE. AT
132ND AVE N.E., TURN RIGHT FROM N.E. 85TH ST. ONTO 132ND AVE. N.E.
AND PROCEED SOUTH. AT ABOUT 1 1/4 MILES IS THE INTERSECTION OF
132ND AVE N.E. AND N.E. 61ST STREET. MONUMENT IS THE EXISTING
CENTERLINE MONUMENT FOR THIS INTERSECTION

MONUMENT IS N35W, 38 FT (11.58 M) FROM A CATCH BASIN LOCATED IN
THE SE QUADRANT OF THE INTERSECTION, S17W 78 FT (23.77 M) FROM A
POWER POLE, S65E 32 FT (9.75 M) FROM A SECOND POWER POLE, AND
S20E 56 FT (17.07 M) FROM A SECOND CATCH BASIN.

MONUMENT IS A COPPER ROD WITH A PUNCH MARK SET INTO THE
CENTER OF A 3" SQUARE CONCRETE POST AND IS 18" BELOW GRADE.
MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASE WITH "WSDOH MON"
MARKED ON THE LID. AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF
THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL
CONTROL" ON THE SIDE AND STAMPED "GPS 90 2F3" ON THE TOP.



***** GPS MONUMENT DESCRIPTION ***** GPS90-3C3

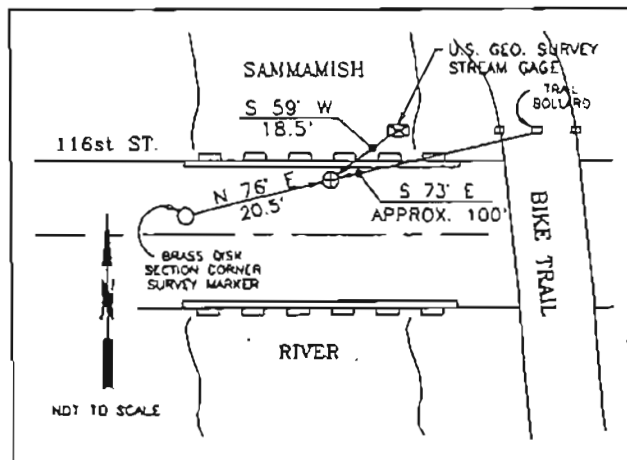
STAMPING: GPS90 3C3
NGS DESIGNATION: GPS90 3C3
ALIAS: SAMMAMISH RIVER BRIDGE AT NE 116TH STREET

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 20B (N.E. 124TH STREET) AND PROCEED EAST ON N.E. 124TH STREET FOR APPROXIMATELY 1 MILE TO A TRAFFIC SIGNAL LIGHT, AT THE INTERSECTION OF N.E. 124TH STREET AND WILLOWS ROAD N.E., TURN RIGHT AND PROCEED SOUTH ON WILLOWS ROAD N.E. FOR APPROXIMATELY 0.5 MILES TO THE INTERSECTION OF WILLOWS ROAD N.E. AND N.E. 116TH ST., TURN LEFT ONTO N.E. 116TH ST. AND PROCEED EAST FOR APPROXIMATELY 0.5 MILES TO A CONCRETE BRIDGE CROSSING THE SAMMAMISH RIVER.

MONUMENT IS S59W, 18.5 FT (5.64 M) FROM A USGS STREAM GAGE RECORDER SHED AND N76E, 20.5 FT (6.25 M) FROM A 3" BRASS DISK SECTION CORNER SURVEY MARKER EMBEDDED IN THE BRIDGE DECK NEAR THE CENTERLINE OF THE SAMMAMISH RIVER.

MONUMENT IS A 3" DIA. BRASS DISK EMBEDDED IN THE DECK ON THE NORTH SIDE OF THE 116TH ST. BRIDGE, AND APPROXIMATELY TRANSVERSE TO THE CENTERLINE OF THE BRIDGE. DISK IS INSCRIBED "CITY OF REDMOND PUBLIC WORKS DEPARTMENT, DO NOT DISTURB" AND STAMPED "GPS90 3C3".



***** GPS MONUMENT DESCRIPTION ***** GPS90-3D1

STAMPING: GPS90 3D1

NGS DESIGNATION: GPS90 3D1

ALIAS: NE 116TH AND 162ND AVE. NE

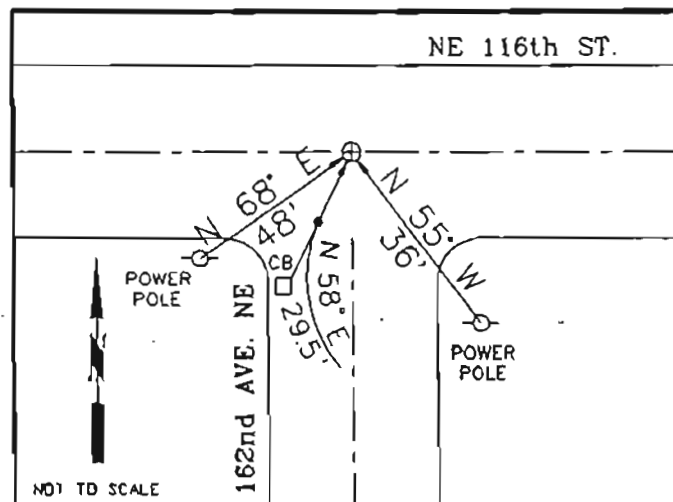
RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 20B (N.E. 124TH STREET) AND PROCEED EAST ON N.E. 124TH ST. FOR APPROX. 2.3 MILES TO THE INTERSECTION OF N.E. 124TH ST. AND THE REDMOND-WOODINVILLE ROAD (SR 202) TURN RIGHT AND TRAVEL SOUTH FOR APPROX. 0.5 MILES TO THE INTERSECTION OF SR 202 AND N.E. 116TH ST. TURN LEFT ONTO NE 116TH ST. AND PROCEED EAST FOR APPROX. 0.5 MILES TO THE INTERSECTION OF N.E. 116TH ST. AND 162ND AVE N.E. AND PARK. MONUMENT IS THE EXISTING CENTERLINE STREET MONUMENT FOR THIS INTERSECTION.

MONUMENT IS N68E, 48 FT (14.63 M) FROM A UTILITY POLE, N55W, 36 FT (10.97 M) FROM A SECOND UTILITY POLE AND N58E, 29.5 FT (8.99 M) FROM A CATCH BASIN ON 162ND AVE NE.

MONUMENT IS A COPPER ROD WITH A PUNCH MARK SET IN A 3" SQUARE CONCRETE POST AND IS 9" BELOW GRADE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASE WITH LID MARKED "WSDH MON". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING AND IS INSCRIBED "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 3D1" ON THE TOP.

NE 116TH STREET, AT THE TIME OF THIS WRITING, IS A BUSY, HIGH SPEED, TWO LANE ROADWAY WITH POOR VISIBILITY. CAUTION IS ADVISED. TRAFFIC CONTROL MAY BE NECESSARY.



***** GPS MONUMENT DESCRIPTION ***** GPS90-3D4

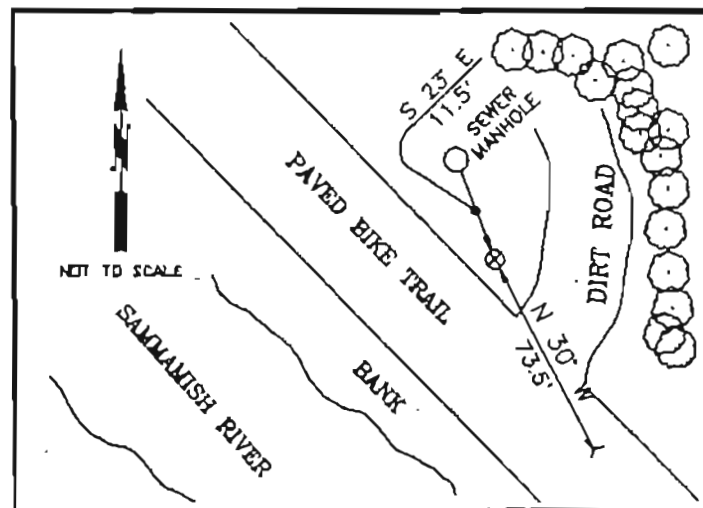
STAMPING: GPS90 3D4
NGS DESIGNATION: GPS90 3D4
ALIAS: SAMMAMISH BIKE TRAIL 1/2 MILES S. OF 116TH

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 20B (N.E. 124TH STREET) AND PROCEED EAST ON N.E. 124TH STREET FOR APPROXIMATELY 1 MILE TO A TRAFFIC SIGNAL LIGHT AT THE INTERSECTION OF N.E. 124TH ST. AND WILLOWS RD N.E., TURN RIGHT AND PROCEED SOUTH ON WILLOWS RD N.E. FOR APPROXIMATELY 0.5 MILES AT THE INTERSECTION OF WILLOWS RD. N.E. AND NE 116TH ST. TURN LEFT ONTO 116TH ST N.E. AND PROCEED FOR 0.5 MILES TO A CONCRETE BRIDGE CROSSING THE SAMMAMISH RIVER. CROSS THE BRIDGE AND TURN RIGHT INTO THE PARKING AREA AND PROCEED TO THE WOODEN BOLLARDS THAT RESTRICT TRAFFIC ON THE KING CO. PARKS SAMMAMISH RIVER BICYCLE AND PEDESTRIAN ASPHALT PAVED TRAIL. CONTINUE ON THE TRAIL FOR APPROXIMATELY 0.5 MILES.

MONUMENT IS S23E, 11.5 FT (3.50M) FROM A SEWER MANHOLE LID, AND N30W, 73.5 FT (22.40 M) FROM A WHITE PAINTED "Y" AERIAL PHOTO SURVEY MARK ON THE ASPHALT SURFACE OF THE TRAIL.

MONUMENT IS A 3" DIA. BRASS DISK SET IN CONCRETE AND IS 5" BELOW GRADE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASING WITH "WSDOT MON" MARKED ON THE LID. DISK IS INSCRIBED "CITY OF REDMOND DEPARTMENT OF PUBLIC WORKS, DO NOT DISTURB" AND STAMPED "GPS90 3D4".



***** GPS MONUMENT DESCRIPTION ***** GPS90-3E1

STAMPING:

NGS DESIGNATION: GPS90 3E1

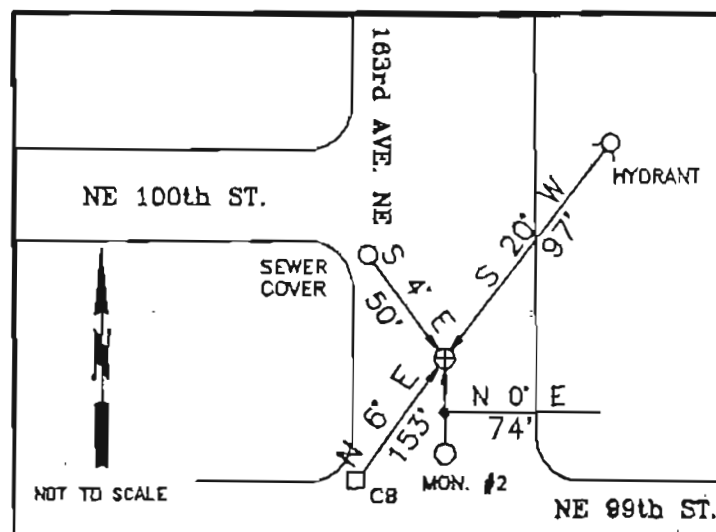
ALIAS: 163RD AVE. BETWEEN NE 99TH ST. AND 100TH ST.

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 20B (N.E. 124TH ST.) AND TRAVEL EAST ON N.E. 124TH FOR APPROXIMATELY 2.3 MILES. AT THE INTERSECTION OF N.E. 124TH ST AND SR 202 (WOODINVILLE-REDMOND RD. N.E.) TURN RIGHT AND TRAVEL SOUTH ON SR 202 FOR APPROXIMATELY 1.7 MILES TO N.E. 98TH ST. TURN LEFT ONTO N.E. 98TH ST AND PROCEED EAST THROUGH A RESIDENTIAL NEIGHBORHOOD TO 162ND AVE N.E. AT 162ND AVE N.E., TURN LEFT AND PROCEED NORTH TO N.E. 99TH ST. FROM 162ND AVE N.E., TURN RIGHT ONTO N.E. 99TH ST AND TRAVEL EAST TO 163RD AVE N.E. TURN LEFT ONTO 163RD AVE N.E. AND PARK. MONUMENT IS LOCATED IN THE CENTERLINE OF ROADWAY BETWEEN N.E. 99TH ST AND N.E. 100TH ST.

MONUMENT IS S20W, 97 FT (29.57 M) FROM A FIRE HYDRANT LOCATED ON THE EASTERN MARGIN OF 163RD AVE NE. MONUMENT IS S4E, 50 FT (15.24 M) FROM A SEWER COVER LOCATED ON THE SW CORNER OF 163RD AVE NE AND NE 100TH ST., AND N6E, 153 FT (46.63 M) FROM A CATCH BASIN LOCATED ON THE NW CORNER OF 163RD AVE NE AND NE 99TH ST.

MONUMENT IS A 1 1/2" DIA. LEAD PLUG WITH A PUNCH MARK SET INTO A 4" SQUARE CONCRETE BASE AND IS 7" BELOW GRADE. AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 3E1" ON THE TOP.



***** GPS MONUMENT DESCRIPTION ***** GPS9-3E2

STAMPING: GPS90 3E2

NGS DESIGNATION: GPS90 3E2

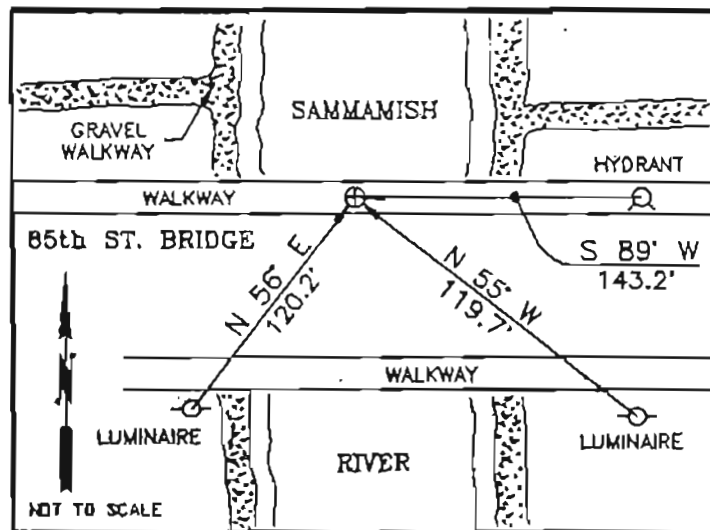
ALIAS: NE 85TH ST. BRIDGE OVER SAMMAMISH RIVER

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 18 AND PROCEED EAST ON N.E. 85TH ST. (WHICH BECOMES REDMOND WAY) FOR APPROXIMATELY 2.8 MILES. AT THE FIRST TRAFFIC LIGHT AFTER PASSING UNDER THE RAILROAD TRESTLE, TURN LEFT ONTO 160TH AVE N.E. AND PROCEED NORTH FOR 1/4 MILE TO THE FIRST STOP LIGHT, TURN LEFT ONTO N.E. 85TH ST. AND TRAVEL WEST FOR TWO BLOCKS. AT THIS LOCATION IS THE 85TH ST. BRIDGE SPANNING THE SAMMAMISH RIVER. MONUMENT IS LOCATED IN THE MIDDLE OF THE BRIDGE ON THE NORTH SIDEWALK.

MONUMENT IS, S89W, 143.2 FT (43.65 M) FROM A FIRE HYDRANT LOCATED NEAR THE NE CORNER OF SAID BRIDGE AND IS N55W, 119.7 FT (36.49 M) FROM A STREET LIGHT POLE LOCATED NEAR THE SE CORNER AT SAID BRIDGE, AND IS N56E, 120.2 FT (36.64 M) FROM A STREET LIGHT POLE LOCATED NEAR THE SW CORNER OF SAID BRIDGE.

MONUMENT IS A 3" DIA. BRASS DISK SET IN THE CONCRETE WALKWAY ALONG THE NORTH SIDE OF THE N.E. 85TH ST. BRIDGE OVER THE SAMMAMISH RIVER AND IS NEAR THE CENTER OF THE RIVER. DISK IS INSCRIBED "CITY OF REDMOND PUBLIC WORKS, DO NOT DISTURB" AND STAMPED "GPS90 3E2".



***** GPS MONUMENT DESCRIPTION ***** GPS90-3E4

STAMPING:

NGS DESIGNATION: GPS90 3E4

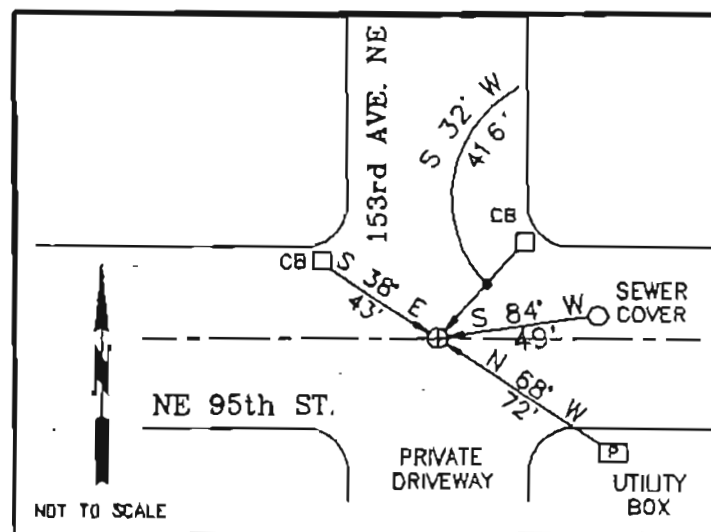
ALIAS: 153RD NE AND NE 95TH ST. INTERSECTION. MONUMENT

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 18 AND TRAVEL EAST ON N.E. 85TH ST. (WHICH BECOMES REDMOND WAY) FOR APPROXIMATELY 2.1 MILES. AT THE INTERSECTION OF REDMOND WAY AND WILLOWS RD. N.E., TURN LEFT ONTO WILLOWS RD. N.E. AND PROCEED NORTH FOR APPROXIMATELY 0.8 MILES TO N.E. 95TH ST. TURN RIGHT FROM WILLOWS RD. N.E. ONTO N.E. 95TH ST. TRAVEL EAST APPROXIMATELY 1/2 MILE TO INTERSECTION OF 153 AVE. N.E. AND N.E. 95TH ST. MONUMENT IS THE EXISTING CENTERLINE MONUMENT LOCATED AT THIS INTERSECTION.

MONUMENT IS S32W, 41.6 FT (12.68 M) FROM A STORM DRAIN CATCH BASIN LOCATED IN THE NORTHEASTERLY QUADRANT OF SAID INTERSECTION, N68W, 72 FT (21.95 M) FROM AN ABOVE GROUND POWER VAULT LOCATED IN THE SOUTHEASTERLY QUADRANT OF SAID INTERSECTION, S38E, 43 FT (13.11 M) FROM A STORM DRAIN CATCH BASIN LOCATED IN THE NORTHWESTERLY QUADRANT OF SAID INTERSECTION, AND S84W, 49 FT (14.94 M) FROM A SEWER MANHOLE.

MONUMENT IS A PUNCH MARK IN A 1 3/4" DIA. BRASS DISK SET IN A 4 1/4" SQUARE CONCRETE MONUMENT IN CASE AND IS 8" BELOW GRADE. CASE LID STAMPED "SATHER MFG CO MON". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 3E4" ON THE TOP.



***** GPS MONUMENT DESCRIPTION ***** GPS90-3F3

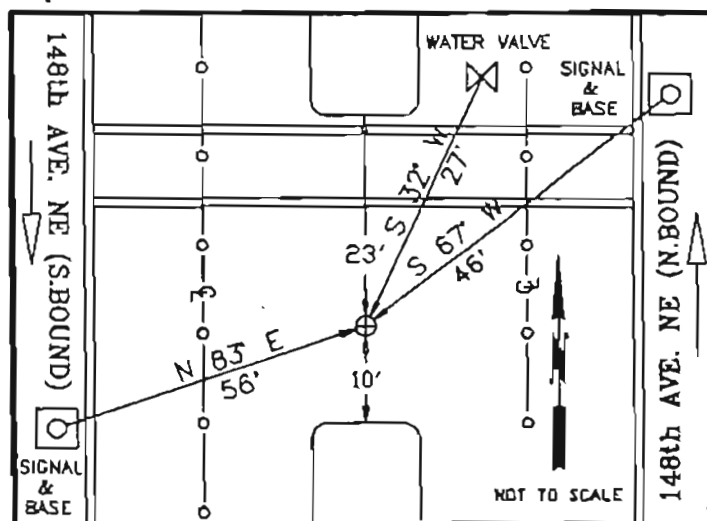
STAMPING: GPS90 3F3
NGS DESIGNATION: GPS90 3F3
ALIAS: HORSECROSSING AT 148TH AVE. NE.

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON
09051990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 18, N.E. 85TH STREET (WHICH BECOMES REDMOND WAY) AND PROCEED EAST FOR APPROXIMATELY 1.8 MILES TO 148TH AVENUE N.E. TURN RIGHT FROM REDMOND WAY ONTO 148TH AVE. N.E. AND PROCEED SOUTH ON 148TH AVE N.E. FOR APPROXIMATELY 1 MILE TO A PEDESTRIAN ACTIVATED CROSSING SIGNAL LOCATED AT 500' SOUTH OF NE 61ST STREET.

MONUMENT IS S32W, 27 FT (8.23 M) FROM A WATER VALVE IN THE STREET, N83E, 56 FT (17.07 M) FROM A SIGNAL FOR THE CROSSWALK, AND S67W, 46 FT (14.02 M) FROM A SIGNAL BASE AND CITY OF REDMOND BENCH MARK NO. 57.

MONUMENT IS A NAIL WITH A PUNCH MARK SET IN THE TOP OF A 3.5" SQUARE CONCRETE POST. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASE WITH "REDMOND MON" MARKED ON THE LID. AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 3F3" ON THE TOP.



* * * * * GPS MONUMENT DESCRIPTION * * * * *GPS90-3F4

STAMPING: GPS90 3F4

NGS DESIGNATION: GPS90 3F1

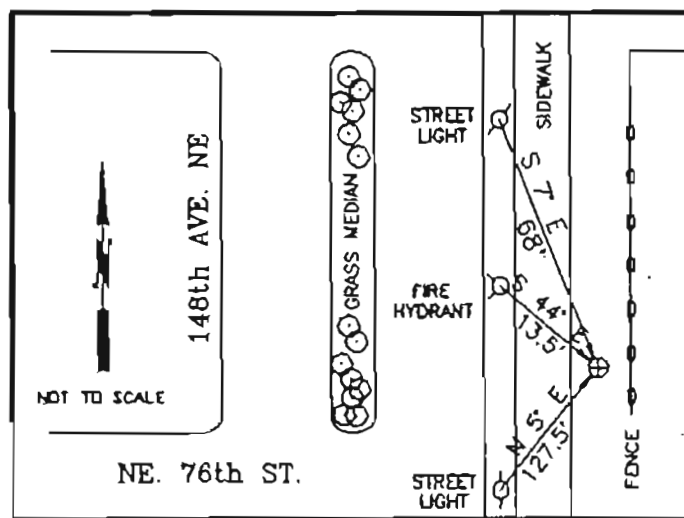
ALIAS: SOUTH OF REDMOND WAY ON EAST MARGIN OF 148TH NE

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 18 AND PROCEED EAST ON N.E. 85TH ST (WHICH BECOMES REDMOND WAY). AT SLIGHTLY LESS THAN 2 MILES IS 148TH AVE. N.E. INTERSECTION. TURN RIGHT FROM REDMOND WAY ONTO 148TH AVE N.E. AND TRAVEL SOUTH TO N.E. 76TH ST. MAKE A U TURN AT N.E. 76TH ST., PROCEED NORTH ON 148TH AVE N.E. FOR APPROXIMATELY 400', AND PARK ON THE RIGHT SHOULDER.

MONUMENT IS, S44E, 13.5 FT (4.11 M) FROM A FIRE HYDRANT LOCATED BETWEEN THE CURB AND THE SIDEWALK ALONG THE EASTERLY MARGIN OF 148TH AVE NE AND SOUTH OF REDMOND WAY, AND IS S7E, 68 FT (20.73 M) FROM THE FIRST STREET LIGHT POLE NORTH OF SAID HYDRANT. MONUMENT IS N5E, 127.5 FT (38.86 M) FROM THE FIRST STREET LIGHT POLE SOUTH OF SAID FIRE HYDRANT. THE SOUTHERLY LIGHT POLE BEING NEAR THE SOUTHERLY END OF THE ROADWAY CENTERLINE MEDIAN AND THE NORTHERLY MARGIN OF NE 76TH ST.

MONUMENT IS A 3" DIA. BRASS DISK SET INTO A CONCRETE BASE AND IS 5" BELOW GRADE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASE WITH "WSDOT MON" MARKED ON THE LID. DISK IS INSCRIBED "CITY OF REDMOND PUBLIC WORKS, DO NOT DISTURB" AND STAMPED "GPS90 3F1". THERE IS ALSO A SMALL ALUMINUM BLOCK BOLTED TO INSIDE OF THE CAST IRON CASE WITH THE INSCRIPTION OF "NGS90 NGS 3F1/RED 3F4".



***** GPS MONUMENT DESCRIPTION ***** GPS90-3G2

STAMPING: T 25 N 14/23 R5E

NGS DESIGNATION: GPS90 3G2

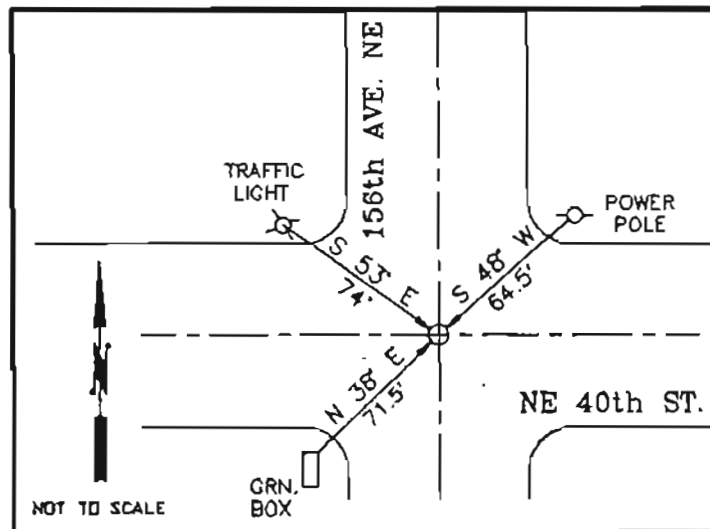
ALIAS: SOUTH 1/4 CORNER SECTION 14-25-5 WM

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 ABOUT 3.7 MILES. EXIT SR 520 AT N.E. 51ST ST. AND TRAVEL EAST ON N.E. 51ST ST. FOR APPROXIMATELY 0.2 MILE TO 156TH AVE N.E. TURN RIGHT FROM N.E. 51ST ST. ONTO 156TH AVE N.E. AND TRAVEL SOUTH APPROXIMATELY 1/2 MILE TO N.E. 40TH ST. MONUMENT IS LOCATED IN CENTERLINE OF INTERSECTION, 74' S.E. OF TRAFFIC LIGHT STANDARD.

MONUMENT IS S48W, 64.5 FT (19.66 M) FROM THE POWER POLE IN THE NE QUADRANT OF SAID INTERSECTION, AND IS N38E, 71.5 FT (21.79 M) FROM AN ABOVE GROUND POWER VAULT LOCATED IN THE SW QUADRANT OF INTERSECTION, AND IS S53E, 74 FT (22.56 M) FROM THE TRAFFIC LIGHT STANDARD LOCATED IN THE NW QUADRANT OF SAID INTERSECTION.

MONUMENT IS A 3" DIA. BRASS DISK SET IN A CONCRETE MONUMENT IN CASE AND IS 16 1/2" BELOW GRADE. DISK IS INSCRIBED "KING COUNTY SURVEY STATION NO., ELEV IN FEET" AND STAMPED "T25N, 14/23, R5E". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 3G2" ON THE TOP.



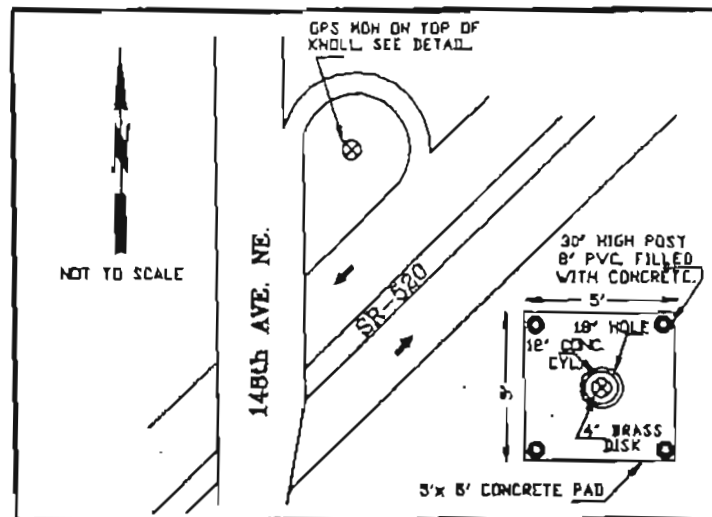
***** GPS MONUMENT DESCRIPTION ***** GPS90-3H3

STAMPING: OVERLAKE 1990
NGS DESIGNATION: GPS90 3H3
ALIAS: OVERLAKE 1990

RECOVERED IN GOOD CONDITION BY - NGS ON 04011990, CHIEF OF PARTY

FROM I-405, TAKE STATE ROUTE 520 EASTBOUND AND EXIT ONTO NORTH 148TH AVE N.E. TURN LEFT AT THE LIGHT AND PROCEED NORTH ON 148TH AVE N.E. MOVE INTO THE RIGHT LANE AND PREPARE TO PARK ON THE RIGHT SHOULDER JUST AFTER CROSSING THE SR 520 AND 148TH AVE N.E. OVERCROSSING. MONUMENT IS LOCATED AT THE TOP OF A KNOLL RISING FROM THE NORTHEAST QUADRANT OF THE INTERCHANGE. GPS STATION IS IDENTIFIABLE BY FOUR, 4' HIGH, 12" DIA. WHITE WITNESS POSTS SPACED APPROXIMATELY 5' APART, LOCATED AT THE TOP OF THE KNOLL.

MONUMENT IS THE EXISTING NGS HORIZONTAL CONTROL MARKER, WHICH IS A 3" DIA. BRASS DISK WITH A CENTER PUNCH MARK AND IS STAMPED "OVERLAKE 1990". MONUMENT IS SET INTO A 12" DIA. CONCRETE BASE WHICH IS LOCATED IN THE CENTER OF A 5' SQUARE CONCRETE PLATFORM.



***** GPS MONUMENT DESCRIPTION ***** GPS90-4E2

STAMPING: 1/2

NGS DESIGNATION: 41 S 1 4E4

ALIAS: S 1/4 CORNER SECTION 01-25-05, WM

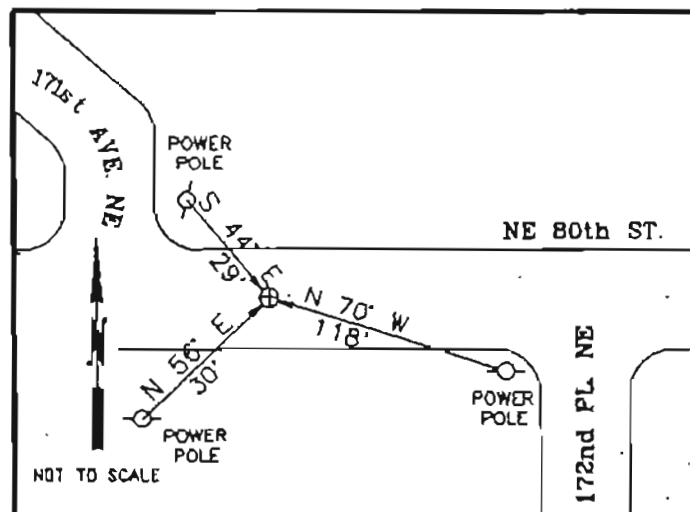
RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON SR 520 FOR APPROX. 4.7 MILES FROM SR 520 EXIT ONTO W. LK. SAMM. PRKWY. AT TRAFFIC LIGHT TURN LEFT AND PROCEED NORTH FOR APPROX. 1/4 MILES TURN RIGHT AT LEARY WY, PASSING CLEVELAND ST. AND REDMOND WY. TURN RIGHT AT NE 80TH ST. AND PROCEED EAST TO 171ST AVE. NE MONUMENT IS LOCATED IN CENTERLINE OF NE 80TH ST. 53' EAST OF INTERSECTION WITH 171ST AVE. NE

MONUMENT IS N70W, 118 FT (35.97 M) FROM A POWER POLE LOCATED IN THE SW QUADRANT OF THE INTERSECTION OF NE 80TH ST. AND 172ND PL. NE, N56E, 30 FT (9.14 M) FROM A POWER POLE LOCATED ON THE SOUTH SIDE OF NE 80TH ST. ACROSS FROM ITS INTERSECTION WITH 171ST AVE NE AND IS S44E, 29 FT (8.84 M) FROM POWER POLE NO. 224880, 168555 LOCATED IN THE NE QUADRANT OF THE INTERSECTION OF NE 80TH ST. AND 171ST AVE NE MONUMENT IS S65E, 41 FT (12.50 M) FROM A CATCH BASIN AT THE NORTH CURBLINE OF NE 80TH ST.

MONUMENT IS 3" DIA. BRASS DISK SET IN A CONCRETE BASE AND IS 5" BELOW GRADE. DISK IS INSCRIBED "ELEVATION NO." AND "1/12". CASE LID IS MARKED "REDMOND MON". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90-4E4" "GPS90-4E4/RED 4E2" IN SMALL LETTERS ON THE TOP.

NOTE- THERE ARE 3 APPARENT PUNCH MARKS IN THE BRASS DISC. WE USED THE CENTERMOST MARK WHICH LIES BETWEEN THE 1 AND 12.



***** GPS MONUMENT DESCRIPTION ***** GPS90-4E3

STAMPING:

GPS DESIGNATION: GPS90 4E3

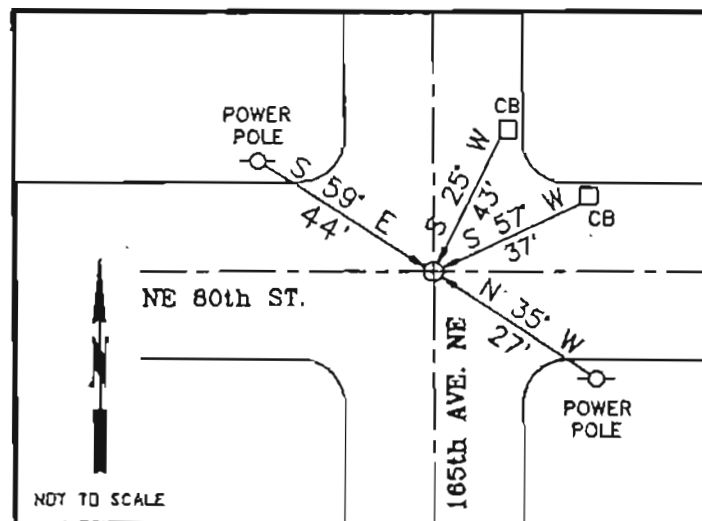
ALIAS: INTERSECTION OF NE 80TH ST. AND 165TH NE

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 18 AND PROCEED EAST ON NE 85TH ST. (WHICH BECOMES REDMOND WAY/ SR 908). CONTINUE ON REDMOND WAY FOR 2.8 MILES PAST 148TH AVE NE AND WILLOWS RD. NE AFTER PASSING UNDER A RAILROAD TRESTLE, TURN RIGHT ONTO CLEVELAND ST. AT THE NEXT TRAFFIC LIGHT TURN LEFT FROM CLEVELAND ST. ONTO LEARY WAY AND PROCEED NORTH, CROSSING REDMOND WAY. AT NE 80TH ST. TURN RIGHT AND PROCEED 2 BLOCKS TO THE INTERSECTION OF 165TH AVE NE AND NE 80TH ST. MONUMENT IS THE EXISTING CENTERLINE MONUMENT LOCATED AT THIS INTERSECTION.

MONUMENT IS S25W, 43 FT (13.11 M) FROM A STORM DRAIN CATCH BASIN LOCATED ALONG THE EAST MARGIN OF 165TH NE, S57W, 37 FT (11.28 M) FROM A CATCH BASIN LOCATED ALONG THE NORTH MARGIN OF NE 80TH ST.- BOTH IN THE NE QUADRANT OF SAID INTERSECTION. MONUMENT IS N35W, 27 FT (8.23 M) FROM A POWER POLE LOCATED ALONG THE SOUTH MARGIN OF NE 80TH AT STREET ADDRESS 16425, AND IS S59E, 44 FT (13.41 M) FROM POWER POLE NO. 224884, 168318 LOCATED IN THE NW QUADRANT OF SAID INTERSECTION.

MONUMENT IS A PUNCH MARK IN A COPPER NAIL SET IN A 3" SQUARE CONCRETE MONUMENT IN CASE AND IS 13" BELOW GRADE. MONUMENT CASE IS 8" DIA. AND CASE LID IS MARKED "REDMOND MON". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 4E3" ON THE TOP.



***** GPS MONUMENT DESCRIPTION ***** GPS90-4F2

STAMPING: GPS90 4F2

NGS DESIGNATION: GPS90 4F2

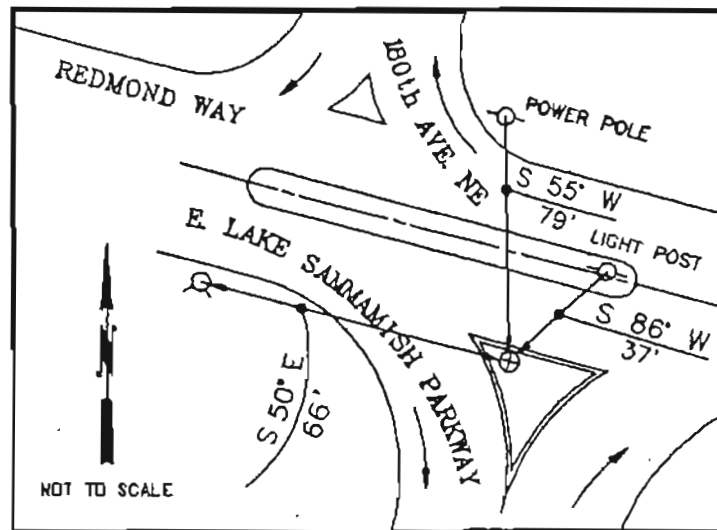
ALIAS: RED/FALL CITY ROAD, W. LAKE SAMMAMISH. & 180TH ST.

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 FOR APPROXIMATELY 6 MILES TO REDMOND WAY EXIT. AT REDMOND WAY TURN RIGHT AND PROCEED EAST ON REDMOND WAY FOR APPROXIMATELY 4/10 MILE TO THE INTERSECTION OF REDMOND WAY AND 180 AVE. N.E. MONUMENT IS LOCATED IN S.W. CORNER OF INTERSECTION IN TRAFFIC ISLAND, 66' EAST OF FIRE HYDRANT, 37' S.W. OF LIGHT STANDARD NUMBER 224530, 168841.

MONUMENT IS S86W, 37 FT (11.28 M) FROM A LIGHT STANDARD LOCATED IN THE SE END OF THE CENTER TRAFFIC ISLAND IN REDMOND/FALL CITY ROAD, AND IS S50E, 66 FT (20.12 M) FROM A FIRE HYDRANT LOCATED IN THE WESTERLY QUADRANT OF THE INTERSECTION OF REDMOND/FALL CITY RD AND E LK SAMM PKWY. MONUMENT IS S55W, 79 FT (24.08 M) FROM A POWER POLE NO. 224548, 168831 IN THE EASTERLY QUADRANT OF THE INTERSECTION OF REDMOND/FALL CITY RD AND 180TH AVE NE.

MONUMENT IS A 3" DIA. BRASS DISK SET IN A CONCRETE MONUMENT IN THE NORTHWESTERLY TRAFFIC ISLAND ON THE SOUTHEASTERLY SIDE OF REDMOND/FALL CITY RD. AT ITS INTERSECTION WITH EAST LAKE SAMMAMISH PARKWAY. MONUMENT CASE HAS AN 8" DIA. AND CASE LID IS MARKED "WSDOT MON". DISK IS INSCRIBED "CITY OF REDMOND, DO NOT DISTURB" AND STAMPED "GPS90 4F2".



***** GPS MONUMENT DESCRIPTION ***** GPS90-4F3

STAMPING: GPS90 4F3

NGS DESIGNATION: GPS90 4F3

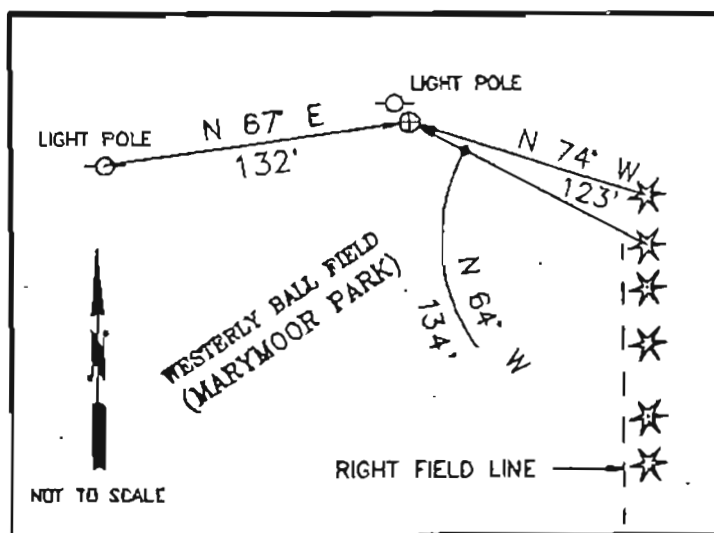
ALIAS: MARYMOOR PARK OUTFIELD LIGHT BASE

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 ABOUT 4.7 MILES. EXIT SR 520 EAST AT WEST LAKE SAMMAMISH PARKWAY N.E. TURN RIGHT AT TRAFFIC LIGHT AND PROCEED SOUTH FOR APPROXIMATELY 1/4 MILE. TURN LEFT AT TRAFFIC LIGHT (ENTRANCE TO MARYMOOR PARK) AND PROCEED OVER SMALL BRIDGE, THEN TURN LEFT AT SIGN FOR BASEBALL FIELDS (FOR INFORMATION/PERMISSION FOR VEHICLE ACCESS TO SITE TURN RIGHT INTO WILLOWMOOR FARM AND PROCEED TO OFFICE) AND PROCEED TO PARKING LOT. PARK VEHICLE AND PROCEED TO S.W. CORNER OF CONCESSION/BATHROOMS. AT WATER FOUNTAIN (APPROXIMATELY 35' N.W. OF S.W. CORNER OF CONCESSION/BATHROOMS) PROCEED 494' NORTH TO LIGHT POLE BASE LOCATED IN DEEP RIGHT FIELD OF BALL FIELD NUMBER 2.

MONUMENT IS N67E, 132 FT (40.23 M) FROM THE NEXT OUT-FIELD LIGHT POLE TO THE WEST, AND IS N74W 123 FT (37.49 M) FROM THE NORTHERN MOST TREE, BOTH ARE NOBLE FIRS, AND IS N64W, 134 FT (40.84 M) FROM THE FIRST TREE SOUTH OF THE NORTHERN MOST TREE, LINING THE RIGHT FIELD LINE.

MONUMENT IS 3" DIA. BRASS DISK SET IN THE CONCRETE BASE OF THE EASTERLY MOST OUTFIELD LIGHT POLE OF THE WESTERLY MOST SOFTBALL FIELD. DISK IS INSCRIBED "CITY OF REDMOND, DEPARTMENT OF PUBLIC WORKS, DO NOT DISTURB" AND STAMPED "GPS90 4F3".



***** GPS MONUMENT DESCRIPTION ***** GPS90-4G2

STAMPING: T. 25 N. 13/24 R5E

NGS DESIGNATION: GPS90 4G2

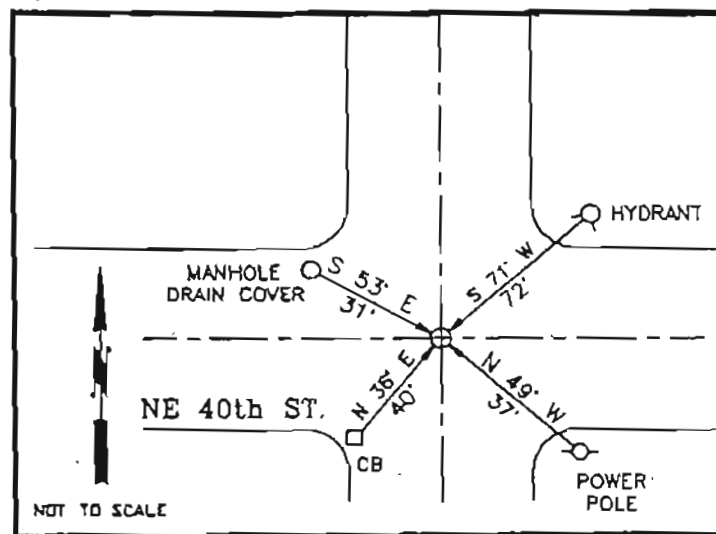
ALIAS: SOUTH 1/4 SECTION 13

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 ABOUT 2.2 MILES. TAKE 148TH AVE N.E. EXIT AND PROCEED NORTH ON 148TH AVE N.E. ABOUT 0.8 MILE TO N.E. 40TH ST. TURN RIGHT ONTO N.E. 40TH ST. AND PROCEED EAST APPROXIMATELY 1 1/2 MILES TO THE INTERSECTION OF 172ND AVE N.E. AND N.E. 40TH ST. MONUMENT IS THE EXISTING CENTERLINE STREET MONUMENT LOCATED AT THIS INTERSECTION.

MONUMENT IS S71W, 72 FT (21.95 M) .FROM A FIRE HYDRANT LOCATED IN THE N.E. QUADRANT OF SAID INTERSECTION, AND IS N49W, 37 FT (11.28 M) . FROM A POWER POLE LOCATED IN THE S.E. QUADRANT OF SAID INTERSECTION. MONUMENT IS N36E, 40 FT (12.19 M) .FROM A STORM DRAIN CATCH BASIN LOCATED IN THE S.W. QUADRANT OF SAID INTERSECTION, AND IS S53E, 31 FT (9.45 M) .FROM A STORM DRAIN MANHOLE LOCATED IN THE N.W. QUADRANT OF SAID INTERSECTION.

MONUMENT IS A CENTER PUNCH MARK IN A 3" DIA. BRASS DISK SET INTO A 3 3/4" SQUARE CONCRETE MONUMENT AND IS 19" BELOW GRADE. DISK IS INSCRIBED "KING COUNTY SURVEY, STATION NO., ELEV IN FEET" AND STAMPED "T25N, 13/24, R5E". CASE LID IS MARKED "WSDH MON". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 4G2" ON THE TOP.



***** GPS MONUMENT DESCRIPTION ***** GPS90-4H1

STAMPING: GPS90 4H1

NGS DESIGNATION: GPS90 4H1

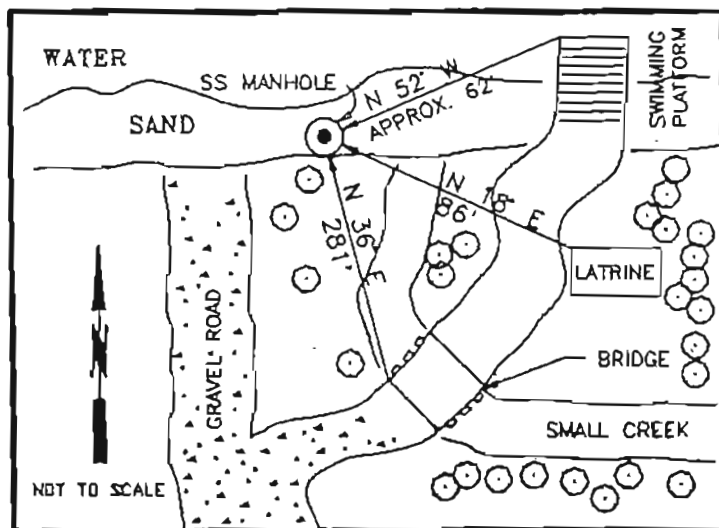
ALIAS: WEST SIDE LAKE SAMMAMISH AT IDYLWOOD PARK

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 ABOUT 4.7 MILES. EXIT SR 520 AT WEST LAKE SAMMAMISH PARKWAY N.E. TURN RIGHT AT TRAFFIC LIGHT AND PROCEED SOUTH ON W. LAKE SAMMAMISH PARKWAY N.E. FOR APPROXIMATELY 1.8 MILES. PARK VEHICLE IN PARKING LOT LOCATED AT INTERSECTION OF W. LAKE SAMMAMISH PARKWAY AND N.E. 38TH ST. MONUMENT IS 742' EAST OF GATE ENTRANCE TO IDYLWOOD PARK. FOLLOW DIRT/GRAVEL ROAD THAT "Y"'S TO THE LEFT. DISK IS LOCATED ON TOP OF CONCRETE FOUNDATION FOR SEWER COVER, LOCATED APPROXIMATELY 18" ABOVE GROUND, APPROXIMATELY 20' FROM WATERLINE, 281' N.W. OF BRIDGE.

MONUMENT IS N36E, 281 FT (85.65 M) .FROM THE WESTERN-MOST POST OF THE NORTHERN RAILING OF A PEDESTRIAN BRIDGE CROSSING A SMALL CREEK, N18E, 86 FT (26.21 M) FROM THE N.W. CORNER OF LATRINE. MONUMENT IS N52W, 62 FT (18.90 M) .FROM THE N.W. CORNER OF A SWIMMING PLATFORM.

MONUMENT IS A CROSS STAMPED IN A 3" DIA. BRASS DISK SET IN THE CONCRETE OF A METRO TRUNK LINE SANITARY SEWER MANHOLE. DISK IS INSCRIBED "CITY OF REDMOND, DEPARTMENT OF PUBLIC WORKS, DO NOT DISTURB" AND STAMPED "GPS90 4H1".



***** GPS MONUMENT DESCRIPTION ***** GPS90-4H2

STAMPING: GPS90 4H2

NGS DESIGNATION: GPS90 4H2

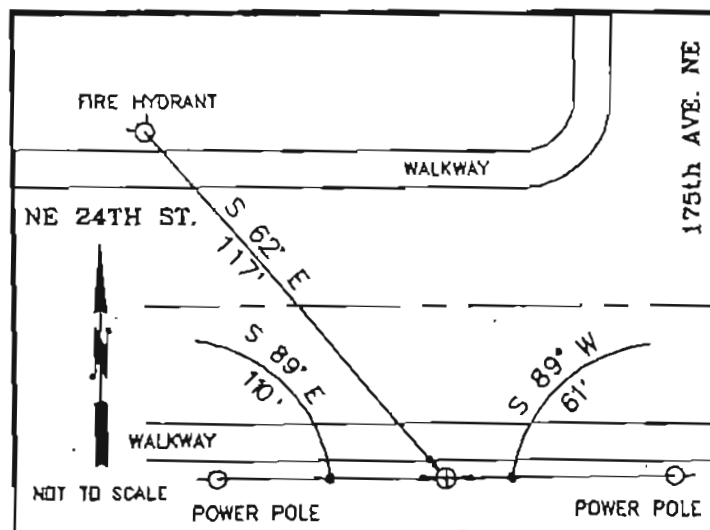
ALIAS: EPISCOPAL CHURCH AT 17371 NE 24TH STREET

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 ABOUT 2.2 MILES. EXIT SR 520 AT 148TH AVE N.E. TURN RIGHT AT TRAFFIC LIGHT AND PROCEED SOUTH ONTO 148TH AVE N.E. TO THE INTERSECTION OF 148TH AVE N.E. AND N.E. 24TH ST., TURN LEFT AND PROCEED EAST ON N.E. 24TH ST. FOR APPROXIMATELY 1.6 MILES. MONUMENT IS LOCATED AT THE ANGLICAN EPISCOPAL CHURCH AT 17371 N.E. 24TH ST., 332' WEST OF 175TH AVE. N.E.

MONUMENT IS LOCATED ON THE SOUTH SIDE OF N.E. 24TH ST AND IS, S62E, 117 FT (35.66 M) FROM A FIRE HYDRANT LOCATED ON THE OUTSIDE EDGE OF THE WALKWAY ON THE NORTH SIDE OF N.E. 24TH ST., AND IS S89E, 110 FT (33.53 M) FROM POWER POLE NO. 17323, AND IS S89W, 61 FT (18.59 M) FROM POWER POLE NO. 223289, 168617 (BOTH POLES ARE LOCATED ON THE SOUTH SIDE OF N.E. 24TH ST.). MONUMENT IS ALSO 4 FEET SOUTH OF THE SOUTH EDGE OF THE SIDEWALK AND 12 FEET NORTHERLY OF THE NORTHEAST CORNER OF THE TRINITY ANGLICAN CHURCH SIGN.

MONUMENT IS A 3" DIA. BRASS DISK SET IN CONCRETE AND IS 5" BELOW GRADE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASE AND LID IS MARKED "WSDOT MON". DISK IS INSCRIBED "CITY OF REDMOND, DO NOT DISTURB" AND STAMPED "GPS90 4H2".



***** GPS MONUMENT DESCRIPTION ***** GPS90-5C3

STAMPING: 1939

NGS DESIGNATION: GPS90 5C3

ALIAS: NE 116TH AND 180TH AVE. NE

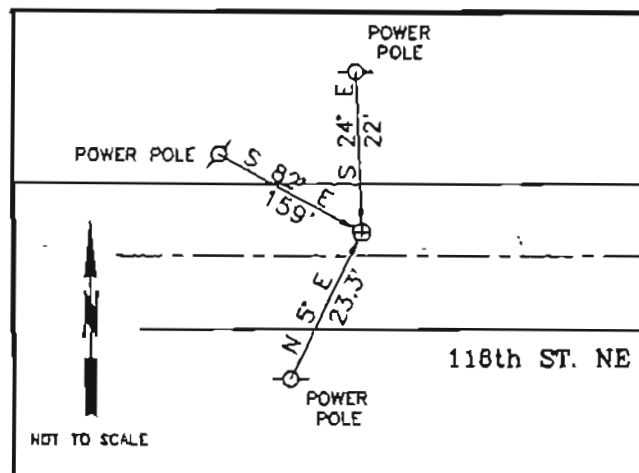
RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 20B (NE 124TH ST.) AND PROCEED EAST ON NE 124TH ST. FOR APPROX. 2.3 MI. TO THE INTERSECTION OF NE 124TH ST AND REDWOOD RD.(SR 202) TURN RIGHT ONTO SR 202 AND PROCEED SOUTH FOR A DISTANCE OF 0.5 MI. TO THE INTERSECTION OF SR 202 AND NE 116TH ST. TURN LEFT ONTO NE 116TH ST. AND PROCEED EAST FOR APPROX. 1.5 MI. TO WHERE THE ROADWAY CHANGES ALIGNMENT ABOUT 8 DEGREES TO THE SOUTH. MONUMENT IS LOCATED AT THE ROADWAY ANGLE POINT NEAR THE CENTERLINE OF THE ROADWAY.

MONUMENT IS S82E, 159 FT (48.46 M) FROM A UTILITY POLE, S24E, 22 FT (6.71 M) FROM A SECOND UTILITY POLE AND N5E, 23.3 FT (7.10 M) FROM A THIRD UTILITY POLE.

MONUMENT IS A 3" DIA. BRASS DISK SET ON TOP OF A 4" SQUARE CONCRETE POST AND IS 9" BELOW GRADE. MONUMENT CASING HAS AN 8" DIA. AND LID IS MARKED "WSDOT MON". DISK IS INSCRIBED "KING COUNTY SURVEY, ELEVATION IN FEET" AND IS STAMPED "1939". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 5C3" ON THE TOP.

NE 116TH STREET, AT THE TIME OF THIS WRITING, IS A BUSY, HIGH SPEED, TWO LANE ROADWAY WITH POOR VISABILITY. CAUTION IS ADVISED. TRAFFIC CONTROL MAY BE NECESSARY.



***** GPS MONUMENT DESCRIPTION ***** GPS90-5D2

STAMPING: GPS90 5D2

NGS DESIGNATION: GPS90 5D2

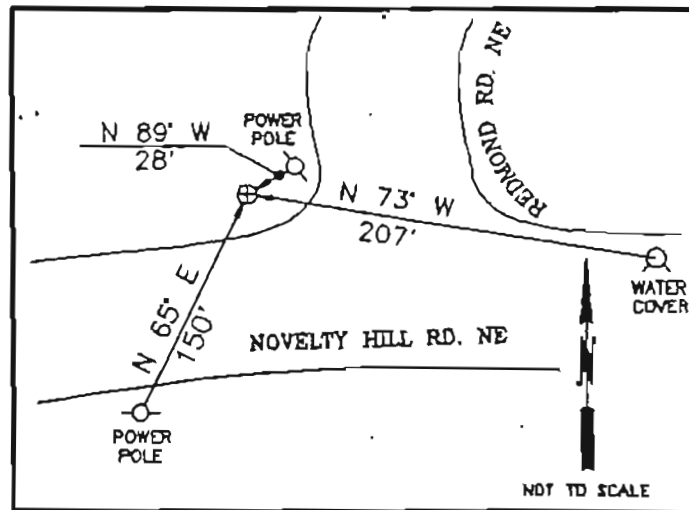
ALIAS: REDMOND RD. NE AND NOVELTY HILL RD. NE

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE STATE ROUTE 520 EASTBOUND FOR APPROXIMATELY 6 MILES TO THE INTERSECTION OF SR 520 AND SR 202 (REDMOND-FALL CITY ROAD). PROCEED STRAIGHT THROUGH THE INTERSECTION ON THE AVONDALE RD. EXTENSION AND TRAVEL NORTH, CROSSING NE UNION HILL RD. AND BEAR CREEK. TRAVEL N.E. FOR APPROXIMATELY 1 MILE. SHORTLY AFTER N.E. 95TH ST. IS THE JUNCTION OF AVONDALE RD. N.E. AND N.E. NOVELTY HILL RD. KEEP RIGHT AND CONTINUE N.E. FOR APPROXIMATELY 0.4 MILE TO REDMOND RD. N.E. (N.E. 102ND PL.). TURN LEFT ONTO REDMOND RD. N.E. AND PARK.

MONUMENT IS N89W, 28 FT (8.53 M) FROM A POWER POLE, N73W, 207 FT (63.09 M) FROM A WATER VALVE, AND N65E, 150 FT (45.72 M) FROM A POWER POLE LOCATED ON THE SOUTHERLY MARGIN OF NOVELTY HILL RD. NE.

MONUMENT IS A 3" DIA. BRASS DISK SET INTO A CONCRETE BASE AND IS 5" BELOW GRADE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASE. CASE LID IS MARKED "WASH DOT MON". DISK IS INSCRIBED "CITY OF REDMOND, DO NOT DISTURB" AND STAMPED "GPS90 5D2".



***** GPS MONUMENT DESCRIPTION ***** GPS90-5D3

STAMPING: 36/31/1/6

NGS DESIGNATION: GPS90 5D3

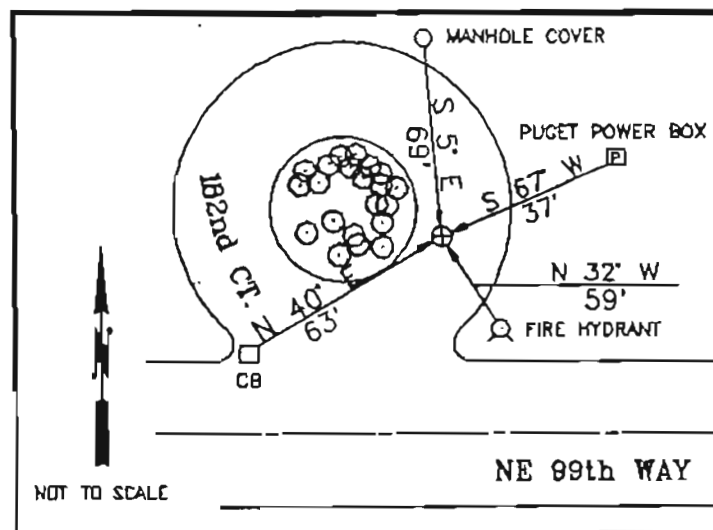
ALIAS: NE 99TH WAY AND 182ND CT.

RECOVERED IN GOOD CONDITION BY - KING COUNTY ON 02011991, CHIEF OF PARTY

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 FOR APPROXIMATELY 4.7 MILES. FROM SR 520, EXIT ONTO WEST LAKE SAMMAMISH PARKWAY N.E. AT TRAFFIC LIGHT, TURN LEFT AND PROCEED NORTH FOR APPROXIMATELY 0.25 MILE. TURN RIGHT AT LEARY WAY, PASSING CLEVELAND ST. AND REDMOND WAY. TURN RIGHT AT N.E. 80TH AND PROCEED EAST TO 166TH AVE N.E. TURN LEFT AT 166TH AVE N.E. AND PROCEED NORTH FOR APPROXIMATELY 1.25 MILES TO N.E. 104TH ST. TURN RIGHT ONTO N.E. 104TH ST AND PROCEED EAST ABOUT 1 MILE TO 181ST AVE N.E. TURN RIGHT ONTO 181ST AVE N.E. AND FOLLOW IT THROUGH A RESIDENTIAL NEIGHBORHOOD TO ITS JUNCTION WITH N.E. 99TH WAY. AT N.E. 99TH WAY, TURN LEFT AND PROCEED EAST TO 182ND CT. N.E.

MONUMENT IS N32W, 59 FT (17.98 M) FROM A FIRE HYDRANT, S67W, 37 FT (11.28 M) FROM A PUGET POWER UTILITY BOX, S5E, 69 FT (21.03 M) FROM A MANHOLE COVER AND N40E, 63 FT (19.20 M) FROM A CATCH BASIN.

MONUMENT IS A 3" DIA. BRASS DISK SET INTO A CONCRETE BASE AND IS 6" BELOW GRADE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASE WITH LID MARKED "KCPW MON". DISK IS INSCRIBED "KING COUNTY SURVEY MONUMENT" AND STAMPED "R5E, R6E, 36/31/1/6". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 5D3" ON THE TOP.



***** GPS MONUMENT DESCRIPTION ***** GPS90-5E1

STAMPING: GPS STA HILL 1990

NGS DESIGNATION: GPS90 5E1

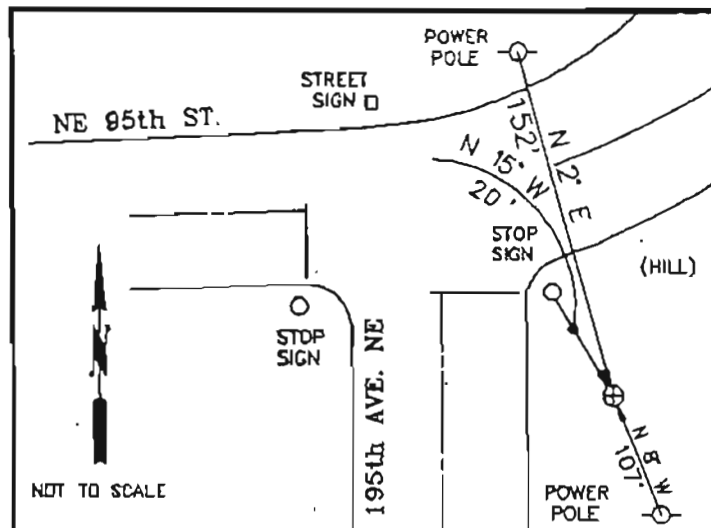
ALIAS: 195TH AVE. NE AND 95TH ST.

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 FOR APPROXIMATELY 6 MILES. WHERE SR 520 ENDS AT ITS INTERSECTION WITH SR 202 (REDMOND/FALL CITY RD.) AND BECOMES THE AVONDALE RD. EXT., PROCEED STRAIGHT AT THE TRAFFIC LIGHT AND TRAVEL NORTH ON THE AVONDALE RD. EXT. FOR APPROXIMATELY 3/10 MILE. TURN RIGHT AT THE INTERSECTION WITH N.E. UNION HILL RD. AND PROCEED EAST FOR APPROXIMATELY 1 1/4 MILES TO 196TH AVE N.E. TURN LEFT FROM N.E. UNION HILL RD. ONTO 196TH AVE N.E. AND PROCEED NORTH FOR 0.7 MILE TO N.E. 95TH ST. MONUMENT IS LOCATED AT THE S.E. SHOULDER OF THE JUNCTION OF 195TH AVE N.E. AND N.E. 95TH ST.

MONUMENT IS N8W, 107 FT (32.61 M) FROM A POWER POLE LOCATED ON THE EASTERLY MARGIN OF 195TH AVE N.E., N15W, 20 FT (6.10 M) FROM A STOP SIGN LOCATED ON THE S.E. CORNER OF THE JUNCTION, AND N2E, 152 FT (46.33 M) FROM A SECOND POWER POLE LOCATED ON THE NORTH MARGIN OF N.E. 95TH ST.

MONUMENT IS 3" DIA. BRASS DISK SET INTO A CONCRETE BASE AND IS INSIDE AN 11" DIA. CAST IRON CASE. DISK IS STAMPED "GPS STA, HILL 1990" AND HAS A CENTER PUNCH MARK. AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 5E1" ON THE TOP.



***** GPS MONUMENT DESCRIPTION ***** GPS90-5E4

STAMPING: 1/4 Corner

NGS DESIGNATION: GPS90 4E2

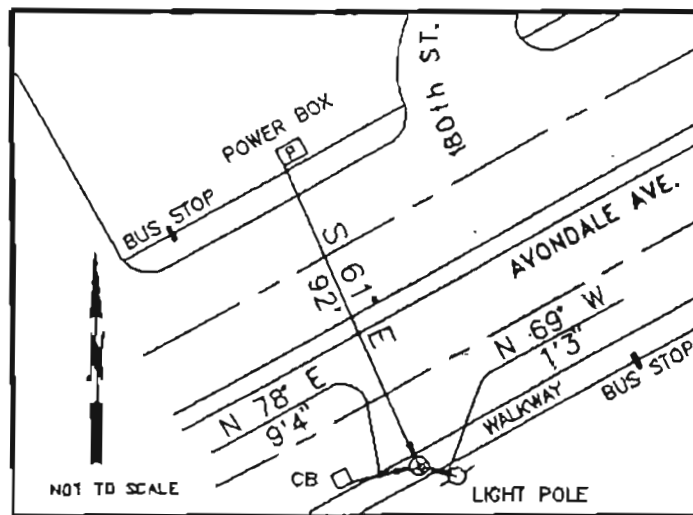
ALIAS: W 1/4 CORNER SECTION 06-25-06, WM

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 20B AND PROCEED EAST ON NE 124TH ST. FOR APPROXIMATELY 4 1/2 MILES. AT THE INTERSECTION WITH AVONDALE RD. N.E. TURN RIGHT AND PROCEED SOUTH ON AVONDALE RD. N.E. FOR APPROXIMATELY 2 1/2 MILES. MONUMENT IS LOCATED AT BASE OF LIGHT POLE, 114 FT (34.75 M) SOUTH OF 180TH ST. ON EASTERN SIDE OF AVONDALE IN WALKWAY.

MONUMENT IS S61E, 92 FT (28.04 M) FROM A POWER VAULT LOCATED ALONG THE NORTHWESTERLY MARGIN OF AVONDALE RD., N69W, 1.3 FT (0.39 M) FROM A STREET LIGHT POLE LOCATED ALONG THE SOUTHEASTERLY MARGIN OF AVONDALE RD., AND IS N78E, 9.3 FT (2.83 M) FROM A STORM DRAIN CATCH BASIN LOCATED ALONG THE SOUTHEASTERLY CURB LINE OF AVONDALE ROAD.

MONUMENT IS A "+" STAMPED IN A 1 1/2" BRASS DISK SET IN 4" SQUARE CONCRETE MONUMENT IN CASE IN THE SIDEWALK 5.75 FT (1.75 M) FROM FACE OF CURB. MONUMENT IS STAMPED "1/4 CORNER" AND CASE LID IS STAMPED "SATHER MFG CO. MON". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90-4E4" "GPS90 NGS 4E4/RED 4E2."



***** GPS MONUMENT DESCRIPTION ***** GPS90-5G1

STAMPING: GPS90 5G1

NGS DESIGNATION: GPS90 5G1

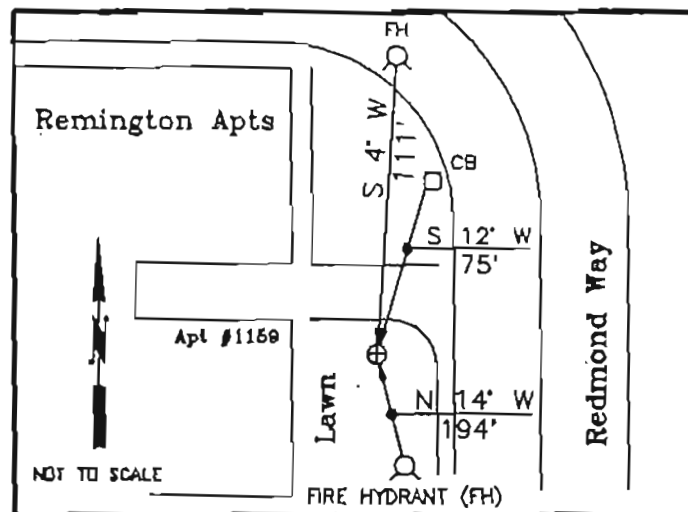
ALIAS: REMINGTON APTS. UNIT U-1159

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 FOR APPROXIMATELY 6 MILES TO THE INTERSECTION OF SR 202 (REDMOND-FALL CITY ROAD). TURN RIGHT ONTO SR 202 AND PROCEED ON THE REDMOND-FALL CITY ROAD FOR APPROXIMATELY 1.2 MILES TO THE INTERSECTION OF 187TH AVE. N.E. AND REDMOND-FALL CITY ROAD, TURN LEFT INTO THE RESIDENTIAL HOUSING DEVELOPMENT KNOWN AS THE "REMINGTON APARTMENTS". KEEP TO THE RIGHT, PASSING THE OFFICE AND TV-SATELLITE RECEIVER DISHES. MONUMENT IS LOCATED ON THE LEFT IN THE LAWN NEAR THE STREET ENTRANCE TO BUILDING "U" UNIT 1159, APPROXIMATELY 200 FT (60.96 M) N.W. OF SATELLITE DISHES.

MONUMENT IS S4W, 111 FT (33.83 M) FROM A FIRE HYDRANT, S12W, 75 FT (22.86 M) FROM A CATCH BASIN, AND N14W, 194 FT (59.13 M) FROM A SECOND FIRE HYDRANT AND 8 FEET WEST OF EDGE OF PAVEMENT.

MONUMENT IS A 3" DIA. BRASS DISK SET IN CONCRETE INSIDE AN 8" DIA. CAST IRON CASE. CASE LID IS MARKED "WSDOT MON". DISK IS INSCRIBED "CITY OF REDMOND PUBLIC WORKS, DO NOT DISTURB" AND STAMPED "GPS90 5G1".



***** GPS MONUMENT DESCRIPTION ***** GPS90-5G4

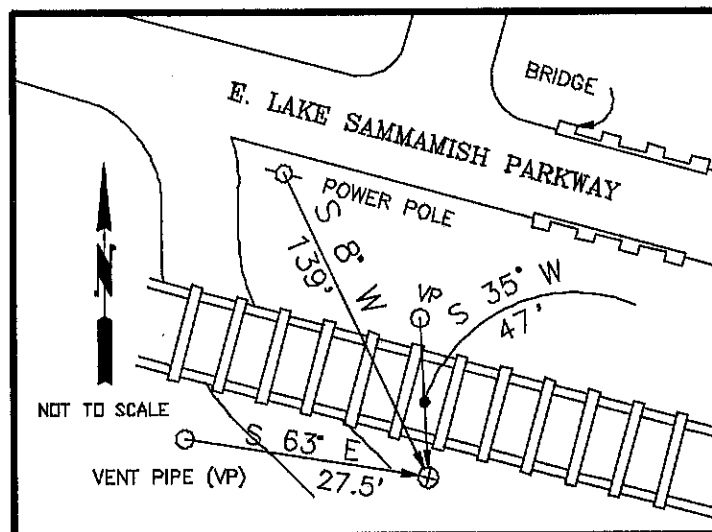
STAMPING: GPS90 5G4
NGS DESIGNATION: GPS90 5G4
ALIAS: R-R CROSSING, W.OF EAST LAKE SAMMAMISH AT
ADEL.PARK

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405 TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 FOR APPROX. 6 MILES TO THE INTERSECTION OF SR 520 AND RED/FALL CITY ROAD (SR 202), TURN RIGHT AND PROCEED S.E. ON RED/FALL CITY RD. FOR APPROX. 0.4 MILE TO 180TH AVE N.E. AT THE INTERSECTION OF REDMOND/FALL CITY RD. AND 180TH AVE N.E., TURN RIGHT ONTO EAST LAKE SAMMAMISH PARKWAY N.E. PROCEED SOUTH FOR 8/10 MILE. APPROX. 60' BEFORE 187TH AVE N.E. INTERSECTS WITH EAST LAKE SAMMAMISH PARKWAY, TURN RIGHT ONTO A GRAVEL/ASPHALT ROADWAY, AND PROCEED APPROX. 140 FEET, DRIVING OVER THE RAILROAD TRACKS. MONUMENT IS APPROX. 7' SOUTH OF OF LAKESIDE RAIL OF RAILROAD TRACKS AND IS LOCATED NORTHEASTERLY OF THE ROADWAY.

MONUMENT IS S8W, 139 FT (42.37 M) FROM A POWER POLE NO. JHB,R67,WSP, 245 LOCATED ON THE WESTERLY EDGE OF E LK SAMMAMISH PKWY AND IS S35W, 47 FT (14.33 M) FROM A 2 1/4 IN. VENT PIPE LOCATED EAST OF RR TRACKS, AND IS S63E, 27.5 FT (8.38 M) FROM A 2 1/4 IN. VENT PIPE LOCATED NORTH OF THE GRAVEL/ASPHALT ROAD. MONUMENT IS ALSO 7 FEET SOUTHWESTERLY OF THE CENTERLINE OF THE TRACKS AND 4 FEET SOUTH OF A STOP SIGN.

MONUMENT IS A 3" DIA. BRASS DISK SET IN CONCRETE AND IS 5" BELOW GRADE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASE WITH "WSDOT MON" MARKED ON THE LID. DISK IS INSCRIBED "CITY OF REDMOND, DO NOT DISTURB" AND STAMPED "GPS90 5G4".



***** GPS MONUMENT DESCRIPTION ***** GPS90-5H2

STAMPING:

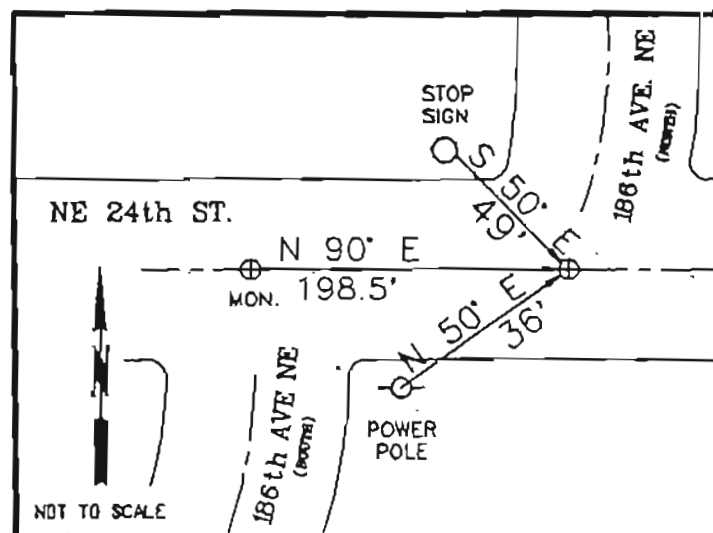
NGS DESIGNATION: GPS90 5H2

ALIAS: 186TH AVE. NE AND NE 24TH ST. INTERSECTION

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 ABOUT 2.2 MILES. EXIT SR 520 AT 148TH AVE. N.E., TURN RIGHT AT TRAFFIC LIGHT AND PROCEED SOUTH ON 148TH AVE N.E. TO INTERSECTION OF 148TH AVE N.E. AND N.E. 24TH ST. TURN LEFT ONTO N.E. 24TH ST. AND PROCEED EAST ON N.E. 24TH ST. FOR APPROXIMATELY 2.4 MILES TO 186TH AVE N.E. (NORTH) MONUMENT IS LOCATED IN THE CENTERLINE OF THE ROADWAY AT N.E. 24TH ST., APPROXIMATELY 200' EAST OF 186TH AVE. N.E. (SOUTH) MONUMENT IS N90E, 198.5 FT (60.51 M) FROM A SECOND MONUMENT LOCATED AT THE INTERSECTION OF N.E. 24TH ST. AND 186TH AVE N.E. (SOUTH), S50E, 49 FT (14.93 M) FROM A STOP SIGN, LOCATED IN THE NW QUADRANT OF THE INTERSECTION, AND N50E, 36 FT (10.97 M) FROM A POWER POLE IN THE SE QUADRANT OF NE 24TH ST. AND 168TH AVE. NE (SOUTH).

MONUMENT IS A PUNCH MARK IN A 1 1/4" DIA. COPPER PLUG SET INTO A 3 1/2" SQUARE CONCRETE BASE AND IS 7" BELOW GRADE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASE AND LID IS MARKED "REDMOND MON". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 5H2" ON THE TOP.



***** GPS MONUMENT DESCRIPTION ***** GPS90-6C3

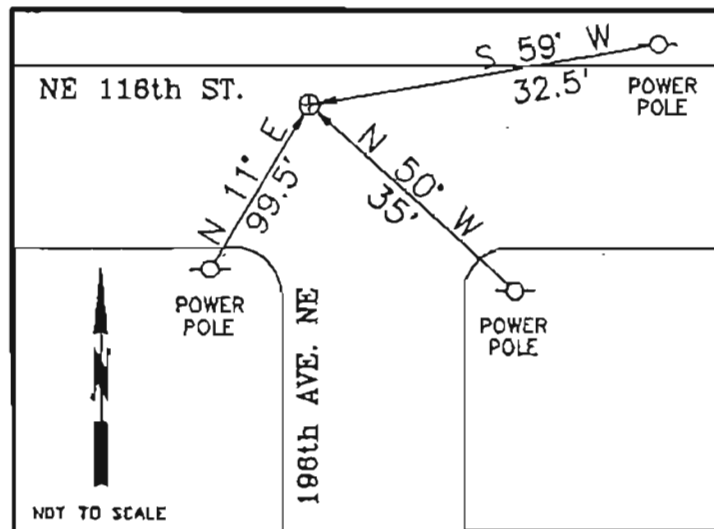
STAMPING: 29/30/31/32 1939
NGS DESIGNATION: GPS90 6C3
ALIAS: NE 116TH ST. AND 196TH AVE. NE

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 20B (N.E. 124TH ST.) AND PROCEED EAST ON N.E. 124TH ST. FOR APPROXIMATELY 2.3 MILES TO THE INTERSECTION OF N.E. 124TH ST. AND THE REDMOND-WOODINVILLE ROAD (STATE ROUTE 202), TURN RIGHT AND TRAVEL SOUTH FOR APPROXIMATELY 0.5 MILES TO THE INTERSECTION OF SR 202 AND N.E. 116TH ST. TURN LEFT ONTO N.E. 116TH ST. AND TRAVEL EAST FOR APPROXIMATELY 2.5 MILES TO 196TH AVE N.E. TURN RIGHT ONTO 196TH AVE N.E. AND PARK. MONUMENT IS THE EXISTING CENTERLINE STREET MONUMENT FOR THIS INTERSECTION AND A SECTION CORNER 29/30/31/32.

MONUMENT IS, N50W, 35 FT (10.67 M) FROM A POWER POLE LOCATED ON THE S.E. CORNER OF OF THE INTERSECTION, S59W, 32.5 FT (9.91 M) FROM A SECOND POWER POLE LOCATED ON THE NORTHERN MARGIN ON N.E. 116TH ST., AND N11E, 99.5 FT (30.33 M) FROM A THIRD POWER POLE LOCATED ON THE SOUTHERN MARGIN OF N.E. 116TH ST.

MONUMENT IS A 3" DIA. BRASS DISK SET INTO A CONCRETE BASE AND IS 13" BELOW GRADE. MONUMENT IS INSIDE AN 8" DIA. CAST IRON CASE WITH LID MARKED "WSDH MON". DISK IS INSCRIBED "KING COUNTY SURVEY, ELEV IN FEET" AND IS STAMPED WITH A CROSS, "29/30/31/32" AND "1939". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 6C3" ON THE TOP.



***** GPS MONUMENT DESCRIPTION ***** GPS90-6E3

STAMPING:

NGS DESIGNATION: GPS90 6E3

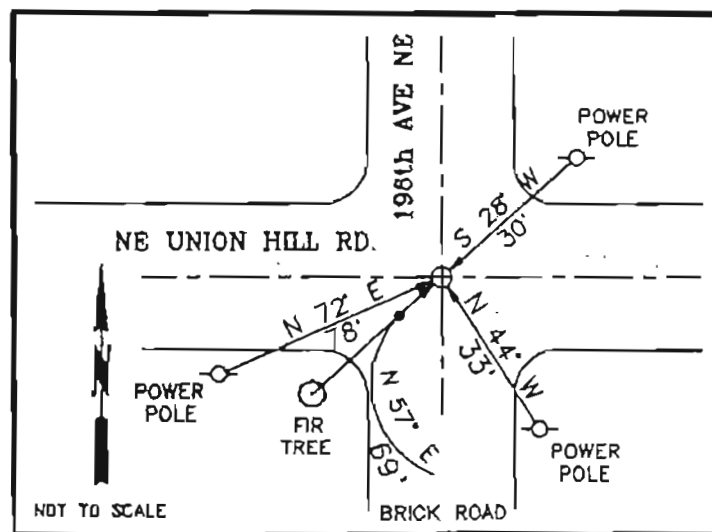
ALIAS: SW CORNER SECTION 05-25-06, WM

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 05091990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 FOR APPROXIMATELY 6 MILES. WHERE SR 520 ENDS AT THE INTERSECTION WITH REDMOND WAY AND BECOMES AVONDALE RD. EXT., PROCEED NORTH ON THE AVONDALE RD. EXT. FOR APPROXIMATELY 3/10 MILES. TURN RIGHT AT THE INTERSECTION WITH N.E. UNION HILL RD. AND PROCEED EAST APPROXIMATELY 1 1/4 MILES TO THE INTERSECTION WITH 196TH AVE N.E. MONUMENT IS THE EXISTING CENTERLINE MONUMENT FOR THE INTERSECTION OF N.E. UNION HILL RD. AND 196TH AVE N.E.

MONUMENT IS S28W, 30 FT (9.14 M) FROM A POWER POLE LOCATED IN THE NORTH EAST QUADRANT OF SAID INTERSECTION AND IS N44W, 33 FT (10.06 M) FROM A POWER POLE LOCATED IN THE S.E. QUARTER OF SAID INTERSECTION, N57E, 69 FT (21.03 M) FROM AN 8" DOUGLAS FIR TREE AND N72E, 78 FT (23.77 M) FROM A POWER POLE BOTH LOCATED IN THE SW QUADRANT OF SAID INTERSECTION.

MONUMENT IS PUNCH MARK IN A 1" DIA. LEAD PLUG SET INTO AN 11" DIA. CONCRETE MONUMENT AND IS 3 1/2" BELOW GRADE. MONUMENT IS INSIDE AN 11" DIA. CAST IRON CASE. AN ALUMINUM BLOCK IS BOLTED TO THE UNDERSIDE OF THE MONUMENT LID WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" AND STAMPED "GPS90 6E3".



***** GPS MONUMENT DESCRIPTION ***** GPS90-6F3

STAMPING:

NGS DESIGNATION: GPS90 6F3

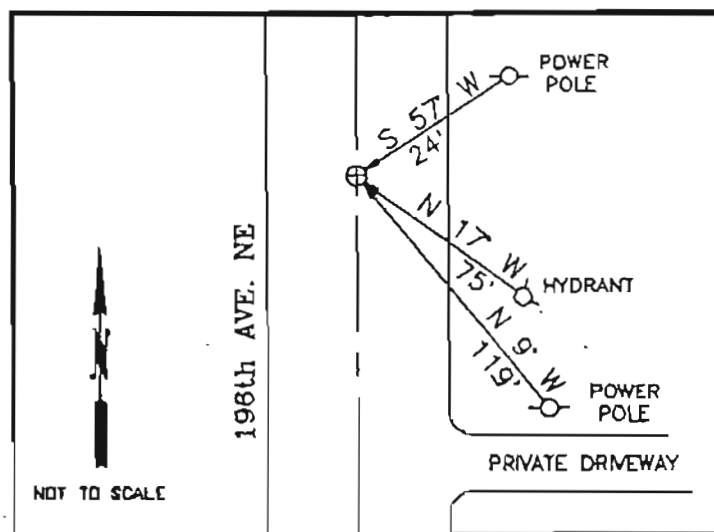
ALIAS: 1/3 MILES NORTH OF RED/FALL CITY ROAD ON 196TH NE

RECOVERED IN GOOD CONDITION BY - CITY OF REDMOND ON 09051990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 ABOUT 6 MILES TO THE REDMOND WAY EXIT. AT REDMOND WAY TURN RIGHT AND PROCEED EAST ON REDMOND WAY UNTIL IT BECOMES REDMOND/FALL CITY RD. (SR 202), APPROXIMATELY 1 3/4 MILES, TURN LEFT ON 196TH AVE. N.E. AND PROCEED 3/10 MILE NORTH ON 196TH AVE. N.E. MONUMENT IS LOCATED IN CENTERLINE OF ROADWAY.

MONUMENT IS S57W, 24 FT (7.32 M) FROM A POWER POLE LOCATED ALONG EASTERLY MARGIN OF 196TH AVE NE, AND N17W, 75 FT (22.86 M) FROM A FIRE HYDRANT LOCATED ALONG THE EASTERLY MARGIN OF 196TH NE. MONUMENT IS N9W, 119 FT (36.27 M) FROM A POWER POLE LOCATED ALONG THE EASTERLY MARGIN OF 196TH NE AND NORTH OF A PRIVATE DRIVE TO EAST.

MONUMENT IS A PUNCHED HOLE IN A STONE MONUMENT IN CASE LOCATED IN THE CENTERLINE OF THE BRICK ROADWAY AND IS 9" BELOW GRADE. MONUMENT CASE HAS AN 11" DIA. AND CASE LID IS STAMPED "OLYMPIC FDY SEATTLE". AN ALUMINUM BLOCK IS BOLTED TO THE INSIDE OF THE CASING WITH THE INSCRIPTION "CITY OF REDMOND HORIZONTAL CONTROL" ON THE SIDE AND STAMPED "GPS90 6F3" ON THE TOP.



***** GPS MONUMENT DESCRIPTION ***** GPS90-6G4

STAMPING: GPS90 6G4

NGS DESIGNATION: GPS90 6G4

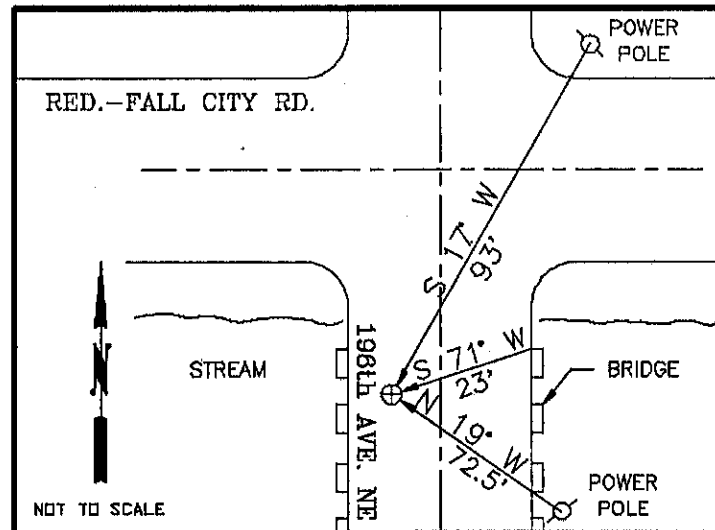
ALIAS: EVANS CREEK BRIDGE ON 196TH NE AT HIGHWAY 202

SET BY CITY OF REDMOND IN 1990, CHIEF OF PARTY PLC

FROM I-405, TAKE EXIT 14 AND PROCEED EAST ON STATE ROUTE 520 FOR APPROXIMATELY 6 MILES TO REDMOND WAY EXIT. AT REDMOND WAY TURN RIGHT AND PROCEED EAST ON REDMOND WAY UNTIL IT BECOMES REDMOND/FALL CITY RD. (SR 202), APPROXIMATELY 1 3/4 MILES AND TURN RIGHT ON 196TH AVE N.E. MONUMENT IS LOCATED ON WEST SIDE OF SMALL BRIDGE CROSSING EVANS CREEK, 53' SOUTH OF REDMOND/FALL CITY ROAD CENTERLINE.

MONUMENT IS S17W, 93 FT (28.35 M) FROM A POWER POLE LOCATED IN THE NORTH EASTERLY QUADRANT OF THE INTERSECTION OF REDMOND/FALL CITY RD AND 196TH AVE NE, AND IS S71W, 23 FT (7.01 M) FROM THE MOST NORTHERLY POST OF THE EASTERLY RAILING OF THE 196TH AVE NE BRIDGE OVER EVANS CREEK IN THE SOUTHEASTERLY QUADRANT OF SAID INTERSECTION. MONUMENT IS N19W 72.5 FT (22.10 M) FROM A POWER POLE LOCATED SOUTH OF EVANS CREEK AND EAST OF 196TH AVE NE.

MONUMENT IS A 3" DIA. BRASS DISK SET IN THE CONCRETE SURFACE OF THE 196TH AVE N.E. BRIDGE OVER EVANS CREEK NEAR THE NORTHWESTERLY CORNER. DISK IS INSCRIBED "CITY OF REDMOND, DO NOT DISTURB" AND STAMPED "GPS90 6G4".



DIVISION IV

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A 1	253979.40	1682974.96	77395.30	403280.74	253921.07	1323096.88	285.2
A 2	254002.80	1683387.95	77402.43	403406.62	253944.47	1323509.87	294.4
A 3	253936.16	1683966.09	77382.12	403582.83	253877.84	1324088.02	287.3
A 4	254604.95	1683914.77	77585.97	403567.19	254546.63	1324036.69	307.0
A 5	255423.90	1683795.89	77835.58	403530.96	255365.58	1323917.81	317.8
A 6	256234.53	1683780.44	78082.66	403526.25	256176.20	1323902.38	306.4
A 7	257417.40	1683682.51	78443.20	403496.41	257359.08	1323804.46	275.3
A 8	257473.20	1683190.16	78460.21	403346.34	257414.88	1323312.11	283.6
A 9	257403.07	1682734.68	78438.84	403207.51	257344.75	1322856.63	269.7
A 10	258281.03	1682646.46	78706.44	403180.62	258222.71	1322768.42	270.5
A 11	259009.84	1682695.86	78928.58	403195.68	258951.52	1322817.82	263.4
A 12	259467.38	1682654.81	79068.04	403183.17	259409.05	1322776.78	248.5
A 13	248847.72	1685865.07	75831.16	404161.63	248789.39	1325986.95	150.0
A 14	248891.86	1686850.09	75844.61	404461.87	248833.54	1326971.97	49.4
A 15	249835.15	1686811.99	76132.13	404450.25	249776.82	1326933.87	53.7
A 16	251325.04	1688199.90	76586.24	404873.29	251266.69	1328321.80	56.1

NOTE: "A" Monuments with strike through have been disturbed or destroyed.

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A 17	252157.74	1688929.82	76840.05	405095.77	252099.39	1329051.72	66.2
A 18	253167.51	1689826.69	77147.82	405369.14	253109.15	1329948.59	70.6
A 19	254045.24	1690325.38	77415.36	405521.14	253986.89	1330447.29	72.4
A 20	255302.18	1690151.52	77798.46	405468.15	255243.79	1330273.44	74.5
A 21	256478.13	1690014.92	78156.89	405426.52	256419.73	1330136.85	93.3
A 22	257644.12	1690105.36	78512.29	405454.09	257585.72	1330227.30	82.4
A 23	258410.45	1690245.04	78745.86	405496.66	258352.05	1330366.97	96.7
A 24	259022.88	1690178.63	77932.53	405476.42	258964.47	1330300.56	96.2
A 25	259325.76	1688561.08	79024.85	404983.39	259267.35	1328683.01	188.3
A 26	247860.74	1686633.48	75530.33	404395.84	247802.42	1326755.36	49.3
A 27	246952.98	1686354.29	75253.64	404310.75	246894.66	1326476.17	45.7
A 28	246089.31	1685521.49	74990.40	404056.91	246030.99	1325643.38	43.0
A 29	246089.75	1683708.97	74990.54	403504.45	246031.45	1323830.86	37.8
A 30	246127.36	1681958.98	75002.00	402971.06	246069.08	1322080.88	55.0
A 31	246907.97	1680880.55	75239.94	402642.35	246849.69	1321002.45	41.7
A 32	247926.09	1679949.95	75550.26	402358.71	247867.81	1320071.86	82.4

NOTE: "A" Monuments with strike through have been disturbed or destroyed.

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A-33	248459.90	1679833.96	75712.97	402323.36	248401.62	1319955.88	82.4
A 34	248874.54	1684556.75	75839.34	403762.86	248816.22	1324678.64	49.5
A 35	248847.73	1683501.72	75831.17	403441.28	248789.42	1323623.61	44.3
A-36	249883.54	1683571.58	76146.88	403462.58	249825.23	1323693.49	43.1
A 37	251616.60	1683556.47	76675.12	403457.98	251558.30	1323678.39	197.7
A 38	252741.55	1683657.32	77018.01	403488.72	252683.25	1323779.24	262.5
A 39	253291.38	1683879.35	77185.59	403556.39	253233.07	1324001.27	274.3
A 40	249002.63	1679268.63	75878.39	402151.05	248944.35	1319390.56	123.7
A 41	249951.53	1678953.89	76167.61	402055.11	249893.25	1319075.82	77.9
A 42	250981.76	1678267.96	76481.63	401846.04	250923.47	1318389.89	45.1
A 43	252107.65	1677586.19	76824.80	401638.24	252049.37	1317708.13	43.4
A 44	252812.27	1677121.24	77039.57	401496.52	252753.98	1317243.18	44.9
A 45	254056.16	1676296.85	77418.71	401245.25	253997.87	1316418.80	35.6
A 46	254752.46	1675901.90	77630.94	401124.87	254694.17	1316023.86	38.0
A 47	256046.42	1675758.94	78025.34	401081.30	255988.13	1315880.91	42.2
A 48	257223.51	1675625.69	78384.11	401040.69	257165.21	1315747.67	40.5

NOTE: "A" Monuments with strike through have been disturbed or destroyed.

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A 49	258384.98	1675495.03	78738.13	401000.87	258326.68	1315617.02	38.0
A 50	259796.93	1675337.02	79168.49	400952.71	259738.63	1315459.02	40.3
A 51	259678.97	1676555.44	79132.54	401324.09	259620.67	1316677.44	32.1
A 52	259645.31	1677928.66	79122.27	401742.64	259586.99	1318050.65	35.0
A 54	259472.14	1680137.69	79069.49	402415.96	259413.80	1320259.68	120.6
A 55	259531.87	1680551.13	79087.69	402541.97	259473.53	1320673.10	193.9
A 56	259542.15	1681247.82	79090.83	402754.32	259483.82	1321369.80	237.6
A 57	262442.34	1672104.08	79974.82	399967.32	262384.05	1312226.12	136.9
A 58	263241.03	1672363.11	80218.26	400046.28	263182.75	1312485.16	159.9
A 59	259778.26	1672551.71	79162.82	400103.75	259720.01	1312673.72	337.5
A 60	258604.31	1672511.81	78804.99	400091.59	258546.05	1312633.81	336.4
A 61	257087.30	1672481.40	78342.61	400082.31	257029.03	1312603.39	337.6
A 62	255764.81	1672416.96	77939.51	400062.67	255706.55	1312538.95	333.2
A 63	254402.78	1672351.67	77524.36	400042.77	254344.51	1312473.65	312.9
A 64	253119.88	1672429.16	77133.33	400066.39	253061.61	1312551.14	319.6
A 65	251725.66	1672571.88	76708.38	400109.89	251667.41	1312693.85	364.2

NOTE: "A" Monuments with strike through have been disturbed or destroyed.

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A 66	250830.87	1672562.71	76435.65	400107.09	250772.62	1312684.67	396.8
A 67	249255.17	1672492.29	75955.38	400085.62	249196.94	1312614.23	433.0
A 68	249203.54	1673149.95	75939.64	400286.07	249145.29	1313271.88	406.4
A 69	249218.29	1674410.44	75944.13	400670.27	249160.04	1314532.38	349.5
A 70	249188.19	1675554.05	75934.95	401018.84	249129.93	1315675.98	264.4
A 71	248876.63	1676293.56	75839.99	401244.24	248818.36	1316415.49	232.4
A 72	249050.42	1676756.99	75892.96	401385.50	248992.15	1316878.91	211.0
A 73	249112.02	1677600.97	75911.73	401642.74	249053.75	1317722.90	174.5
A 74	249089.92	1678303.77	75905.00	401856.96	249031.64	1318425.70	159.5
A 75	247522.14	1677662.71	75427.14	401661.56	247463.87	1317784.63	260.0
A 76	246372.41	1677631.14	75076.70	401651.93	246314.15	1317753.05	293.7
A 77	244963.72	1677584.76	74647.33	401637.79	244905.46	1317706.66	340.9
A 78	244156.13	1677558.09	74401.18	401629.66	244097.88	1317679.99	356.60
A 79	242805.67	1677526.23	73989.56	401619.95	242747.42	1317648.12	348.8
A 80	241722.44	1677432.80	73659.39	401591.47	241664.20	1317554.68	342.7
A 81	240344.13	1677422.80	73239.29	401588.42	240285.90	1317544.67	371.5

NOTE: "A" Monuments with strike through have been disturbed or destroyed.

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A 82	239414.33	1677431.03	72955.89	401590.92	239356.11	1317552.89	382.4
A 83	238451.88	1677448.98	72662.53	401596.39	238393.65	1317570.84	381.9
A 84	236815.90	1677497.51	72163.89	401611.19	236757.68	1317619.37	375.2
A 85	235798.06	1677477.57	71853.65	401605.11	235739.84	1317599.43	366.2
A 86	235205.50	1677455.47	71673.03	401598.37	235147.28	1317577.32	356.3
A 87	233997.37	1677359.96	71304.79	401569.25	233939.14	1317481.78	337.1
A 88	233200.26	1677334.90	71061.83	401561.61	233142.03	1317456.71	312.1
A 89	233112.71	1678660.03	71035.14	401965.51	233054.46	1318781.84	306.6
A 90	238385.28	1678567.32	72642.23	401937.26	238327.04	1318689.18	369.0
A 91	238451.66	1679471.01	72662.46	402212.71	238393.42	1319592.87	373.2
A 92	238380.42	1680164.28	72640.74	402424.02	238322.17	1320286.14	336.9
A 93	238421.61	1681767.84	72653.30	402912.79	238363.35	1321889.71	322.1
A 94	238361.01	1682744.77	72634.82	403210.55	238302.75	1322866.62	267.3
A 95	238383.16	1684010.72	72641.57	403596.42	238324.90	1324132.58	183.2
A 96	238325.57	1684612.98	72624.02	403779.98	238267.30	1324734.82	155.2
A 97	238372.39	1685360.15	72638.29	404007.72	238314.11	1325482.00	117.9

NOTE: "A" Monuments with strike through have been disturbed or destroyed.

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A 98	238363.42	1685440.48	72635.55	404032.20	238305.14	1325562.32	116.7
A 99	238316.32	1686123.42	72621.20	404240.37	238258.04	1326245.27	68.0
A 100	237751.42	1686214.30	72449.01	404268.06	237693.13	1326336.14	85.6
A 101	236933.32	1687019.36	72199.65	404513.44	236875.03	1327141.19	66.6
A 102	236140.74	1687955.49	71958.08	404798.77	236082.48	1328077.28	63.5
A 103	235640.51	1687987.07	71805.61	404808.39	235582.25	1328108.87	108.6
A 104	234907.89	1687919.18	71582.31	404787.70	234849.63	1328040.97	154.1
A 105	234333.89	1687950.74	71407.35	404797.32	234275.63	1328072.53	165.0
A 106	233692.53	1687905.63	71211.87	404783.56	233634.26	1328027.41	161.0
A 107	232841.42	1687901.64	70952.45	404782.35	232783.16	1328023.44	154.3
A 108	232840.27	1689734.71	70952.10	405341.07	232782.00	1329856.51	176.6
A 109	232783.87	1690224.12	232724.64	1330345.57	232725.61	1330345.92	181.2
A 110	232768.01	1690865.09	70930.07	405685.62	232709.74	1330986.89	138.6
A 111	233428.97	1690520.50	71131.53	405580.58	233370.70	1330642.30	107.0
A 112	233878.11	1690167.05	71268.43	405472.85	233819.84	1330288.85	79.6
A 113	237006.33	1685388.45	72221.91	404016.34	236948.05	1325510.27	159.0

NOTE: "A" Monuments with strike through have been disturbed or destroyed.

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A 114	235953.06	1685371.82	71900.88	404011.27	235894.79	1325493.64	196.0
A 115	235152.99	1685305.50	71657.02	403991.05	235094.73	1325427.32	202.7
A 116	234289.75	1685644.40	71393.90	404094.35	234231.49	1325766.21	293.0
A 117	234283.92	1685930.51	71392.12	404181.56	234225.66	1326052.32	319.5
A 118	234212.52	1686141.85	71370.36	404245.97	234154.26	1326263.66	322.5
A 119	232934.14	1686104.13	70980.71	404234.47	232875.88	1326225.94	346.5
A 120	232931.94	1686325.24	70980.04	404301.87	232873.68	1326447.05	337.5
A 121	232893.97	1685603.06	70968.47	404081.75	232835.71	1325724.87	358.9
A 122	233186.83	1679582.29	71057.73	402246.61	233128.57	1319704.10	376.7
A 123	245385.57	1681452.27	74775.91	402816.61	245327.30	1321574.16	52.7
A 124	244050.70	1681734.60	74369.04	402902.66	243992.43	1321856.47	48.7
A 126	242695.21	1682902.28	73955.89	403258.57	242636.95	1323024.15	46.9
A 127	241558.50	1683695.96	73609.42	403500.48	241500.23	1323817.83	52.0
A 128	240887.02	1683922.42	73404.75	403569.51	240828.75	1324044.29	51.4
A 129	240074.41	1683993.03	73157.07	403591.03	240016.14	1324114.89	65.7
A 130	239376.59	1684209.16	72944.37	403656.90	239318.32	1324331.02	102.4

NOTE: "A" Monuments with strike through have been disturbed or destroyed.

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A 131	255458.91	1684834.37	77846.25	403847.49	255400.58	1324956.30	393.9
A 132	255446.13	1685410.67	77842.36	404023.14	255387.80	1325532.60	398.8
A 133	255426.36	1686494.31	77836.33	404353.44	255368.02	1326616.23	373.7
A 134	255411.17	1687022.23	77831.70	404514.35	255352.82	1327144.15	364.8
A 135	255338.23	1687975.12	77809.46	404804.79	255279.87	1328097.04	327.1
A 136	255395.24	1688616.68	77826.83	405000.33	255336.87	1328738.60	279.8
A 137	255715.70	1689177.22	77924.51	405171.19	255657.32	1329299.15	195.0
A 138	255629.01	1689602.20	77898.08	405300.72	255570.62	1329724.12	164.2
A 139	241530.40	1678815.25	73600.86	402012.84	241472.15	1318937.13	345.2
A 140	241309.62	1679641.94	73533.56	402264.82	241251.37	1319763.82	335.5
A 141	241361.58	1680106.13	73549.40	402406.30	241303.33	1320228.01	309.0
A 142	241501.32	1680748.42	73591.99	402602.07	241443.07	1320870.29	270.5
A 143	241564.12	1681162.44	73611.13	402728.27	241505.86	1321284.32	245.2
A 144	241584.56	1681460.18	73617.36	402819.02	241526.29	1321582.06	223.7
A 145	241906.53	1681916.12	73715.50	402957.99	241848.27	1322038.00	177.1
A 146	242219.85	1682245.95	73811.00	403058.52	242161.59	1322367.82	137.4

NOTE: "A" Monuments with strike through have been disturbed or destroyed.

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A 147	233534.06	1680052.73	71163.57	402390.01	233475.80	1320174.55	387.2
A 148	234481.81	1680069.40	71452.44	402395.09	234423.56	1320191.22	397.2
A 149	235482.06	1680094.26	71757.32	402402.67	235423.80	1320216.09	390.3
A 150	237150.87	1680064.44	72265.98	402393.58	237092.62	1320186.28	359.0
A 151	236195.02	1680044.96	71974.63	402387.64	236136.77	1320166.80	384.5
A 152	239307.92	1680091.52	72923.45	402401.84	239249.68	1320213.39	335.0
A 153	243334.91	1682313.33	74150.87	403079.06	243276.64	1322435.21	46.6
A 154	242198.92	1683266.56	73804.62	403369.60	242140.66	1323388.43	51.9
A 155	240431.17	1680093.54	73265.81	402402.46	240372.92	1320215.42	325.2
A 156	238325.59	1684612.95	72624.02	403779.97	238267.32	1324734.80	155.1
A 157	234418.89	1681020.64	71433.26	402685.03	234360.62	1321142.46	392.9
A 158	234796.24	1681577.96	71548.28	402854.90	234737.97	1321699.78	390.7
A 159	235493.80	1682315.03	71760.89	403079.56	235435.53	1322436.87	350.8
A 160	236266.70	1683064.02	71996.47	403307.86	236208.43	1323185.86	286.7
A 161	237014.52	1683725.38	72224.41	403509.44	236956.25	1323847.22	233.4
A 162	237954.80	1684479.67	72511.01	403739.35	237896.53	1324601.52	173.0

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A 163	247233.50	1680047.10	75339.16	402388.32	247175.22	1320169.01	119.1
A 164	245986.59	1679870.23	74959.10	402334.41	245928.30	1319992.14	192.6
A 165	245746.04	1679525.84	74885.78	402229.44	245687.76	1319647.74	220.5
A 166	246173.02	1679302.18	75015.92	402161.27	246114.74	1319424.09	244.8
A 167	246393.81	1678938.56	75083.22	402050.44	246335.53	1319060.47	267.9
A 168	246366.48	1678580.77	75074.89	401941.38	246308.20	1318702.68	263.8
A 169	246421.99	1678147.07	75091.81	401809.19	246363.72	1318268.98	269.5
A 170	246355.49	1687555.33	75071.53	404676.82	246297.17	1327677.20	48.0
A 171	244090.86	1689202.51	74381.26	405178.88	244032.53	1329324.37	94.4
A 172	243011.42	1689932.25	74052.25	405401.30	242953.10	1330054.11	143.7
A 173	242644.75	1690415.51	73940.49	405548.60	242586.42	1330537.36	147.3
A 174	242398.71	1691165.30	73865.50	405777.14	242340.39	1331287.16	120.1
A 175	245750.64	1688096.38	74887.17	404841.73	245692.32	1328218.23	49.6
A 176	245352.07	1688273.45	74765.68	404895.70	245293.74	1328395.30	50.7
A 177	244729.94	1688276.31	74576.06	404896.57	244671.61	1328398.15	49.8
A 178	249569.02	1683564.88	76051.02	403460.54	249510.72	1323686.78	42.3

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A 179	250672.27	1683538.44	76387.29	403452.48	250613.97	1323660.35	113.9
A 180	250158.93	1683518.65	76230.82	403446.45	250100.63	1323640.56	55.1
A 181	250222.93	1683021.23	76250.33	403294.84	250164.63	1323143.15	38.1
A 182	250265.30	1682022.37	76263.25	402990.39	250207.00	1322144.30	35.3
A 183	250212.25	1681472.03	76247.08	402822.64	250153.95	1321593.95	31.6
A 184	250270.05	1679752.88	76264.70	402298.65	250211.76	1319874.81	30.9
A 185	251589.60	1679759.24	76666.90	402300.59	251531.31	1319881.18	28.5
A 186	251673.48	1678675.24	76692.46	401970.18	251615.19	1318797.18	32.6
A 187	251596.02	1677949.77	76668.86	401749.06	251537.74	1318071.71	41.6
A 188	249123.94	1677568.69	75915.37	401632.90	249065.66	1317690.62	175.9
A 189	250862.86	1677062.98	76445.39	401478.76	250804.59	1317184.91	59.2
A 190	248411.71	1677685.93	75698.28	401668.64	248353.44	1317807.86	209.7
A 191	243627.25	1682102.52	74239.98	403014.80	243568.99	1322224.39	50.4
A 192	249510.81	1682967.91	76033.28	403278.58	249452.51	1323089.81	38.2
A 193	248216.90	1679879.14	75638.90	402337.13	248158.62	1320001.05	81.2
A 194	248460.46	1680412.98	75713.13	402499.84	248402.18	1320534.89	50.1

NOTE: "A" Monuments with strike through have been disturbed or destroyed.

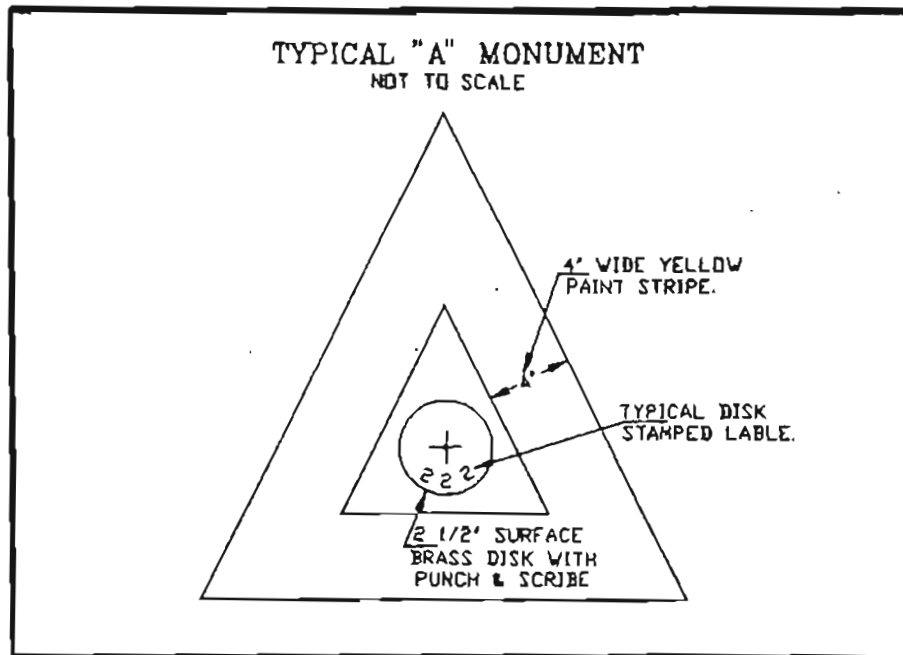
**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
"A" MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
A 195	248630.01	1680829.61	75764.81	402626.83	248571.72	1320951.53	28.9
A 196	248932.00	1681469.78	75445.99	400640.16	248873.70	1321591.70	35.6
A 197	249549.07	1681523.23	75633.06	400656.36	249490.78	1321645.15	32.1

NOTE: "A" Monuments with strike through have been disturbed or destroyed.

***** A-MONUMENT DESCRIPTION ***** (A-MONS)

BELOW IS A TYPICAL EXAMPLE OF AN "A"-MON, 2 1/2" BRASS SURFACE MON
PUNCHED AND STAMPED WITH ITS NUMBER SURROUNDED BY A 4" WIDE
YELLOW PAINTED TRIANGLE UNLESS OTHERWISE NOTED IN THE FOLLOWING
DESCRIPTIONS.



"A"-MON" LOCATION DESCRIPTIONS

Set/Recovered

A-1	12/7/90	16315 NE 99TH ST. IN SOUTH SIDEWALK CLOSE TO CURB.
A-2	12/7/90	16460 NE 99TH ST. IN NORTH SIDEWALK NEXT TO DRIVEWAY.
A-3	12/7/90	166TH AVE NE APPROX. 35' SOUTH OF CENTERLINE NE 99TH ST. IN EAST SIDEWALK.
A-4	12/10/90	166TH AVE NE APPROX. 75' NORTH OF REDMOND JR. HIGH DRIVE IN EAST SIDEWALK.
A-5	12/10/90	166TH AVE NE AT NE 104TH ST. TOP OF CURB, CENTER OF SW CURB RETURN.
A-6	12/10/90	166TH AVE NE APPROX. 150' NORTH OF NORTH DRIVE INTO ST. JUDE'S IN EAST CURB.
A-7	12/10/90	166TH AVE NE AT NE 110TH ST. IN EAST CURB AT CROSSWALK.
A-8	12/10/90	164TH AVE NE AT NE 110TH ST. IN SIDEWALK CORNER.
A-9	12/10/90	162ND AVE NE AT NE 110TH ST. IN CURB EDGE OF SIDEWALK NE CURB RETURN.
A-10	12/11/90	162ND AVE NE AT NE 112TH ST. IN CURB SW RETURN.
A-11	12/11/90	162 AVE NE APPROX. 500' SOUTH OF NE 116TH ST. IN EAST SIDEWALK, APPROX. 30' SOUTH OF SOUTH DRIVE INTO EPISCOPAL CHURCH.
A-12	12/11/90	162ND AVE NE AT NE 116TH ST. SET IN PAVEMENT NEXT TO NORTH SIDE OF CATCH BASIN SW CORNER, APPROX. 30' FROM GPS 26 MON. (SET IN A LOCATION THAT PERMITS LONG LEGS BOTH EAST (2000'±) AND WEST (1500'±).

A-13	12/11/90	NE 80TH ST. AT 172ND AVE NE, A REDMOND BENCH MARK BRASS CAP IN CASE JUST EAST OF EAST SIDEWALK ON ROUGHLY A PROJECTION OF 80TH ST. CENTERLINE.
A-14	12/11/90	NE 80TH ST. (NE UNION HILL RD) AT MAJOR INTERSECTION WITH STATE HIGHWAY 520, SET IN SIDEWALK NE CORNER.
A-15	12/11/90	AVONDALE ROAD APPROX. 700' NORTH OF A-14, SET IN NORTHWEST SIDEWALK OPPOSITE CONCRETE WALKWAY TO APARTMENT COMPLEX.
A-16	12/12/90	9009 AVONDALE ROAD, IN SE SIDEWALK SOUTH CURB RETURN ACROSS FROM POINTE EAST CONDOS.
A-17	12/12/90	AVONDALE ROAD AT 182ND AVE NE IN SOUTHEAST SIDEWALK, SOUTH CURB RETURN.
A-18	12/12/90	AVONDALE ROAD AT NOVELTY HILL ROAD <u>EXIT</u> , SET IN NORTH CURB RETURN APPROX. 200' TOWARD REDMOND FROM THE TRAFFIC LIGHT ENTRANCE TO SUMMERWOOD.
A-19	12/17/90	AVONDALE ROAD, JUST SOUTH OF ENTRANCE TO 10050 RESIDENCE IN EAST SIDEWALK, BETWEEN 2 DRIVEWAYS THAT ARE ABOUT 15' APART, CLOSE TO MAIL STAND.
A-20	12/17/90	AVONDALE ROAD AT NE 104TH ST. IN EAST SIDEWALK APPROX. 20' NORTH OF SOUTH CROSSWALK.
A-21	12/26/90	AVONDALE ROAD AT CITY LIMITS IN WEST CURB APPROX. 35' SOUTH OF END OF CONCRETE WALKWAY, 6'± SOUTH OF MAIL BOX STAND 10641 AVONDALE.
A-22	12/26/90	AVONDALE ROAD AT PRIVATE DRIVE EXISTING NORTHEAST, CAP SET IN ASPHALT SOUTH FILET, 3'± EAST OF EDGE OF CONCRETE MAIN LANE, APPROX. 100' SOUTH OF CENTERLINE PUGET POWER TOWER LINE.

A-23	12/18/90	AVONDALE ROAD AT ENTRANCE TO PRIVATE TRAILER PARK EAST CAP SET IN ASPHALT 30' ± SOUTH OF PROJECTED ENTRY ROAD CENTERLINE AND 9.5 FT. EAST OF MAIN CONCRETE ROADWAY-APPROX. 600' SO. OF TEXACO.
A-24	12/18/90	AVONDALE ROAD AT NE 116TH ST. IN CONCRETE CURB SE CORNER-TEXACO STATION.
A-25	12/18/90	18012 NE 116TH ST. CAP IN NARROW CONCRETE DRIVEWAY, 6.0 NORTH OF PAVEMENT EDGE, APPROX. 150' EAST OF GPS 28 MON.
A-26	1/2/91	APPROX. 900 SOUTHWEST OF INTERSECTION OF 80TH ST. (UNION HILLROAD) AND AVONDALE, CAP SET IN ASPHALT 3' FROM WEST EDGE OF PAVEMENT 520, 6' FROM STREET LIGHT EAST OF SE CORNER REMAX BLDG.
A-27	1/2/91	DESTROYED BY CITY BLADE.
A-28	1/2/91	DESTROYED BY SNOW PLOW.
A-29	1/2/91	NORTH SIDE OF SR 520 5' FROM EDGE OF PVMT. APPROX. 300' EAST OF A SIGN SAYING "MARYMOOR PARK-NEXT RIGHT", OPPOSITE EAST END OF WEST SOCCER FIELD, ROUGHLY ON AN EXTENSION OF 166TH AVE.
A-30	1/2/91	CAP IN ASPHALT NORTH SIDE OF SR 520, 3' INSIDE STEEL GUARD RAIL, 80' ± EAST OF SR 520 STRUCTURE (CONCRETE) OVER WEST LAKE SAMMAMISH PARKWAY.
A-31	1/2/91	DESTROYED BY CONSTRUCTION.
A-32	1/2/91	CAP IN WEST SIDEWALK OLD REDMOND ROAD AT WEST LAKE SAMMAMISH PARKWAY JUST SOUTH OF WHEELCHAIR CUT AND 15' ± FROM CROSSWALK.
A-33	1/3/91	DESTROYED BY CONSTRUCTION.

A-34	1/3/91	NE 80TH ST AT 169TH AVE NE, CAP SET IN NE CATCH BASIN CONCRETE, APPROX. 12' SW OF CURB RETURN.
A-35	1/3/91	NE 80TH ST AT 166TH AVE NE, CAP IN CURB SW RETURN AT WHEELCHAIR CUT, CROSS WALK INTERSECTION.
A-36	1/3/91	DESTROYED BY PRIVATE CONSTRUCTION.
A-37	1/3/91	166TH AVE NE AT APPROX. 150' SOUTH OF NE 91ST ST., CAP IN WEST SIDEWALK 40' ± N. OF SOUTH ENTRANCE TO FAITH LUTHERAN SCHOOL ADJ. TO CATCH BASIN.
A-38	1/3/91	166TH AVE NE AT APPROX. 125' SOUTH OF NE 95TH ST., 30'± SOUTH OF BUS STOP SHELTER AT GORDON APT.
A-39	1/3/91	CAP IN EAST SIDEWALK OPPOSITE DOORWAY 9580 NE 166TH AVE. NE
A-40	1/3/91	WILLOWS ROAD AT REDMOND WAY SR 908, CAP IN EAST SIDEWALK, 10' SOUTH OF CROSSWALK.
A-41	1/3/91	WILLOW ROAD, CAP IN EAST CURB AT POWER POLE WITH WHITE BOX IN IT #224990-167901, APPROX 75' SOUTH OF ENTRANCE TO "THE WILLOWS".
A-42	1/3/91	WILLOWS ROAD AT NE 87TH ST., CAP IN SIDEWALK SW CURB RETURN-SIGN "REDMOND HEIGHTS TECH CENTRE"
A-43	1/3/91	WILLOWS ROAD AT NE 91ST ST. CAP IN EAST CURB NE RETURN, 6' NW OF POWER POLE 9040.
A-44	1/3/91	WILLOWS ROAD AT NE 95TH ST, CAP IN EAST CURB 5' SOUTH OF CATCH BASIN AT SOUTH CURB P.C.
A-45	1/3/91	WILLOWS ROAD APPROX. 1400' NORTH OF A-44, CAP SET IN ASPHALT IN EAST BIKE LANE CENTRE, AT THE BEGINNING OF CURVE, MARKED WITH 2x2 FLAGGED STAKE ON SHOULDER.
A-46	1/3/91	WILLOWS ROAD, CAP IN ASPHALT WEST SIDE, NORTH SIDE OF DRIVEWAY INTO GTE SHOP 10105 WILLOWS ROAD 1.5 EAST OF ASPHALT CURB.

A-47	1/3/91	CAP IN EAST BIKE PATH ASPHALT WILLOWS ROAD, SOUTH SIDE OF PAVED DRIVE TO PRIVATE CROSSING OF RAILROAD, MARKED BY STOP SIGN AND PRIVATE CROSSING NOTICE.
A-48	1/3/91	CAP IN EAST BIKE PATH ASPHALT WILLOWS ROAD, OPPOSITE 45 M.P.H. SPEED LIMIT SIGN, APPROX. 0.4 MILE SOUTH OF NE. 116TH ST. MARKED BY FLAGGED 2X2 POST ON SHOULDER.
A-49	1/3/91	WILLOWS ROAD EAST BIKE PATH ASPHALT APPROX. 1400' SOUTH OF NE 116TH ST. INTERSECTION MARKED BY FLAGGED 2X2 POST ON SHOULDER.
A-50	1/3/91	WILLOWS ROAD AT NE 116TH ST., CAP IN EAST BIKE PATH ASPHALT 20' NORTH OF NORTH CROSS WALK.
A-51	1/3/91	NE 116TH ST., CAP IN SOUTH SIDE SMALL BRIDGE DECK (CONCRETE) OVER BOX CULVERT TYPE STRUCTURE #225 F, 1/4 MILE ± EAST OF WILLOW ROAD.
A-52	1/4/91	NE 116TH ST. AT SAMMAMISH RIVER IN BIKE PATH (RIVER) ASPHALT 7'± NORTH OF WHITE LANE LINE N. SIDE 116TH ST. (EAST OF RIVER BRIDGE).
A-53		NO CAP SET.
A-54	1/4/91	PAVED OVER 1992. 154TH PL. NE., CAP IN WEST EDGE OF CONCRETE PVMT. APPROX. 300' SOUTH OF JUNCTION WITH 116TH ST.WAY, OPPOSITE SIGN ON EAST SHOULDER INFORMING DRIVER OF 116TH AHEAD.
A-55	1/4/91	NE 116TH ST AT REDMOND-WOODINVILLE ROAD, CAP SET IN ASPHALT NORTH SIDE OF DRIVEWAY INTO GTE BLDG.(11592 RED-WOOD RD.) 1'± WEST OF W. EDGE MAIN PVMT.
A-56	1/4/91	PAVED OVER 1992. NE 116TH ST. APPROX. 600' EAST OF RED-WOOD ROAD, CAP IN NORTH EDGE OF PAVEMENT, 30' CENTERLINE WEST OF DRIVEWAY INTO 15804 NE 116TH ST.
A-57	1/4/91	NE 132ND AVE AT NE 124TH ST AT NE SLATER AVE. CAP IN CURB EAST SIDE OF ISLAND.

A-58	1/4/91	NE 132ND AVE AT NE 136TH PL AT SLATE AVE. CAP IN CONCRETE CURB END NW RETURN AT ENTRANCE TO VERTECS CORP.
A-59	1/4/91	DESTROYED BY CONSTRUCTION JULY 1992.
A-60	1/4/91	132ND AVE. NE AT 112TH ST. 6' EAST OF SW CATCH BASIN, CAP IN ASPHALT.
A-61	1/4/91	132ND AVE. NE AT 108TH ST., EAST SIDE, SE RETURN, CAP IN ASPHALT.
A-62	1/7/91	NE 132ND AVE. AT NE 104TH ST., CAP IN ASPHALT EAST SIDE, 4 FT. FROM EAST EDGE MAIN PAVED LANE, 10 FT. NORTH OF CENTERLINE 104TH, 12 FT. SW OF STOP SIGN.
A-63	1/7/91	132ND AVE. NE AT NE 100TH ST., 3.0' EAST OF EDGE OF MAIN LANE PVMT., 12 FT. NORTH OF CENTER OF 100TH, 10.5 FT. WSW OF STOP SIGN.
A-64	1/7/91	132ND AVE. NE AT NE 95TH ST., CAP IN ASPHALT 1.5 FT. EAST OF SW CATCH BASIN.
A-65	1/7/91	132ND AVE. NE APPROX. 900 FT. NORTH OF REDMOND KIRKLAND ROAD (908) CAP IN EAST CONCRETE SIDEWALK AT NORTH END.
A-66	1/7/91	132ND AVE. NE AT REDMOND KIRKLAND ROAD, CAP SET IN NE SIDEWALK RETURN 13.5 FT. SSE OF FIRE HYDRANT.
A-67	1/7/91	132ND AVE. NE AT NE 80TH ST., CAP SET IN ASPHALT NEAR NORTH END OF EAST WHITE LINE OF <u>WEST CROSSWALK</u> , 4 FT. WEST OF WEST CURB LINE AND 10 FT. SOUTH OF NW CURB RETURN WHEELCHAIR CUT.
A-68	1/8/91	NE 80TH ST AT 134TH AVE. NE CAP IN CURB SW RETURN 5 FT. WEST OF SW CATCH BASIN.
A-69	1/8/91	NE 80TH ST. AT 138TH AVE. NE, CAP IN CONCRETE SIDEWALK NW RETURN 3 FT. END OF NW CATCH BASIN.

A-70	1/8/91	NE 80TH ST. AT 142ND AVE. NE AT REDMOND KIRKLAND ROAD SR 908, CAP IN SOUTH END OF CURB SE RETURN.
A-71	1/8/91	SOUTH WALKWAY REDMOND KIRKLAND ROAD SR 908, CAP IN CONCRETE 1.5 FT. FROM CURB FACE APPROX. 700 FT. EAST OF A-70 ON CURVE ADJACENT TO TRAFFIC LIGHT AND SIGN.
A-72	1/8/91	REDMOND KIRKLAND ROAD SR 908 AT 145TH PL NE, CAP IN SIDEWALK NE CURB RETURN, CEDAR RIDGE CONDO ENTRANCE, 15 FT. WEST OF BUS STOP SIGN.
A-73	1/8/91	DESTROYED BY CONSTRUCTION.
A-74	1/8/91	CAP IN NORTH SIDEWALK REDMOND KIRKLAND ROAD SR 908, APPROX. 40 FT. EAST OF ENTRANCE TO SHADOW BROOK, EAST END OLD BUS STOP SLAB.
A-75	1/8/91	CAP IN EAST SIDEWALK 148TH AVE. NE APPROX. 25 FT. NORTH OF ENTRY WALK TO 7348-148TH AVE.
A-76	1/8/91	148TH AVE. NE AT OLD REDMOND ROAD, CAP IN SIDEWALK SE RETURN 3 FT. FROM WHEELCHAIR CUT, 5 FT. FROM WALK POST.
A-77	1/8/91	148TH AVE. NE AT NE 64TH ST., CAP IN EAST SIDEWALK, 2 FT. NE OF LIGHT POLE WITH BUS STOP SIGN.
A-78	1/8/91	148TH AVE. NE AT APPROX. 200 FT. SOUTH OF NE 61ST WAY, CAP IN EAST SIDEWALK, 2.5 FT. NE OF LIGHT POLE.
A-79	1/8/91	CAP SET IN EAST SIDEWALK 148TH AVE. NE DIRECTLY ACROSS THE AVENUE AND OPPOSITE ALL SAINTS LUTHERN SIGN, NEXT TO A VERY BUSHY TREE.
A-80	1/15/91	148TH AVE. NE AT NE 51 ST., CAP IN WEST SIDEWALK AT WEST END OF SOUTH CROSSWALK AT WHEELCHAIR CUT.

A-81	1/15/91	148TH AVE. NE WEST SIDE , IN CONCRETE DRIVEWAY INTO WIMBLEDON APTS. AND PRO SPORTS CLUB, NORTH SIDE OF DRIVE 38 FT. FROM GUTTER LINE.
A-82	1/15/91	148TH AVE. NE AT JUST NORTH OF REDMOND FIRE STATION CAP IN SIDEWALK 14 FT. NW OF LIGHT POLE AT ENTRY WALK TO LAKES NORTH APTS.
A-83	1/15/91	148TH AVE. NE AT 40TH ST., CAP IN GUTTER CONCRETE NW RETURN NEXT TO CATCH BASIN.
A-84	1/15/91	148TH AVE. NE AT NE 36TH ST. EAST, NE 35TH ST. WEST, CAP IN NW SIDEWALK 3 FT. NORTH OF WHEELCHAIR CUT.
A-85	1/15/91	148TH AVE. NE AT SUNDSTRAND ENTRANCE, CAP IN EAST SIDEWALK NE RETURN, 15 FT. SSE OF FIRE HYDRANT.
A-86	1/15/91	148TH AVE. NE AT AZTECA RESTAURANT JUST NORTH OF SR 520, CAP IN EAST SIDEWALK, 5 FT. NORTH OF SOUTH END SAME, 3 FT. EAST OF CATCH BASIN AT METRO BUS SIGN.
A-87	1/15/91	148TH AVE. NE AT SOUTH END OF SR 520 OVERPASS STRUCTURE, CAP IN WEST SIDEWALK AT END OF SOUTH BRIDGE HANDRAIL.
A-88	1/15/91	148TH AVE. NE AT NE 24TH ST., CAP IN NW SIDEWALK CENTER, 4 FT. EAST OF SIGNAL BASE.
A-89	1/15/91	NE 24TH ST. AT 152ND AVE. NE, CAP 5' NORTH OF SW CURB RETURN AT CROSSWALK LINES INTERSECT.
A-90	1/15/91	NE 40TH ST. AT NE 150TH AVE. NE, CAP IN CURB SE RETURN, 15 FT. NE OF WHEELCHAIR CUT.
A-91	1/15/91	NE 40 ST. AT HIGHWAY SR 520 OVERPASS, CAP IN NORTH WALKWAY CONCRETE, CENTER OF STRUCTURE.
A-92	1/15/91	NE 40TH ST. AT NE 156TH AVE. NE, CAP SET IN SE CURB RETURN, 6 FT. WEST OF WHEELCHAIR CUT.

A-93	1/15/91	NE 40TH ST. AT APPROX. 130 FT. EAST OF 160TH PL. NE (ENTRANCE TO HARPER HILL), CAP IN NORTH CURB AT END OF GRAY FENCE. SECOND ENTRANCE HEADING EAST, W.SIDE PUGET POWER STATION.
A-94	1/15/91	NE 40TH ST. APPROX. 250 FT. EAST OF WHITE WALL AT EAST SIDE OF 163RD AVE. NE CAP IN SOUTH SIDEWALK, 1.5 FT. FROM CURB FACE, 6'FT WEST OF DRIVEWAY CURB CUT OPPOSITE PICTURE POINT MONUMENT IN CENTER OF STREET. (SECTION CORNER).
A-95	1/15/91	NE 40TH ST ACROSS FROM EVERGREEN APARTMENT EXIT DRIVE, CAP IN SIDEWALK 2 FT. FROM CURB FACE, NEAR END OF U-FISH FENCE, 8 FT. W. OF DRIVE INTO PHONE BLDG.
A-96	1/15/91	DESTROYED BY CONSTRUCTION.
A-97	1/15/91	NE 40TH ST. AT 172ND AVE., CAP IN NW CURB RETURN, 2 FT. NE OF NW CATCH BASIN.
A-98	1/15/91	NE 40TH ST. AT 172ND AVE., CAP IN NE SIDEWALK AT EAST END OF CONCRETE 2 FT. FROM CURB FACE.
A-99	1/15/91	NE 40TH ST. AT WEST LAKE SAMMAMISH PARKWAY, CAP IN SW QUAD ASPHALT, 4 FT. WEST OF MAIN CONCRETE LANE EDGE AT WEST END OF SOUTH CROSS WALK.
A-100	1/15/91	3827 WEST LAKE SAMMIMISH PARKWAY, 6.5 FT. WEST OF WEST EDGE OF MAIN CONCRETE LANE, 4 FT. N. OF METRO SEWER MANHOLE.
A-101	1/15/91	WEST LAKE SAMMAMISH PARKWAY AT 177TH AVE. NE AT NE 36TH ST. (IDYLWOOD PARK), 15 FT. SW OF SW EDGE OF CONCRETE LANE, 20 FT. NORTH OF STOP SIGN.
A-102	1/15/91	WEST LAKE SAMMAMISH PARKWAY AT 180TH AVE. NE, CAP IN NORTH END OF WEST SIDE WALKWAY, 6 FT. SW OF CATCH BASIN, 13 FT. FROM SW EDGE OF CONCRETE LANE.
A-103	1/10/91	180TH AVE. NE AT NE 33RD ST., 17 FT. EAST OF CENTERLINE NE 180TH, ON CENTERLINE NE 33RD

ST.,CAP IN ASPHALT.

A-104	1/10/91	NE 180TH AVE. AT NE 30 ST JUST SOUTH OF AUDUBON SCHOOL, CAP IN WEST SIDEWALK 0.5 FT. EAST OF W.EDGE OF SIDEWALK,APPROX. 5 FT.S.OF CENTERLINE NE 30TH ST. EXTENDED.
A-105	1/10/91	180TH AVE. NE AT NE 28TH ST., 15 FT.E. OF CENTERLINE OF 180TH AVE. NE AND ON APPROX. CENTERLINE NE 28TH ST., CAP IN ASPHALT.
A-106	1/10/91	180TH AVE. NE. AT NE 26TH ST.,16FT W OF CENTERLINE NE 180TH AVE AND ON CENTERLINE NE 26TH ST, CAP IN ASPHALT.
A-107	1/10/91	180TH AVE. NE AT NE 24TH ST.,CAP IN CONCRETE WALKWAY SOUTH SIDE, 1.5 S. OF CURB FACE AND IN LINE WITH CENTERLINE NE 180TH AVE.
A-108	1/10/91	NE 24TH ST AT 185TH PL. NE., CAP IN NORTH SIDEWALK 2 FT. N. OF CURB LINE DIRECTLY OPPOSITE SOUTH STOP SIGN.
A-109	1/10/91	NE 24TH ST AT 186TH AVE. NE, SO. OF GPS 65 ENTRANCE TO GLENEDEN, CAP IN SOUTH SIDEWALK 1.5 FT. FROM CURB FACE APPROX. 12 FT. W. OF CENTERLINE 186TH AVE. NE EXTENDED.
A-110	1/10/91	NE 24TH ST. AT WEST LAKE SAMMAMISH PARKWAY, CAP IN TOP OF EAST GUARD RAIL POST IN LINE WITH SOUTH CURB LINE 24TH STREET.
A-111	1/10/91	2600 WEST LAKE SAMMAMISH PARKWAY AT ROAD EXITING NORTH EASTWARD TO LAKE HOMES, CAP IN ASPHALT 5 FT. NE OF EDGE OF CONCETE MAIN LANE, 27 FT. SSW OF REFLECTORIZED POLE WITH 2600 ADDRESS ON IT.
A-112	1/10/91	WEST LAKE SAMMAMISH PARKWAY AT NE 27TH ST., CAP IN ASPHALT 6.5' WEST OF MAIN CONCRETE LANE EDGE, APPROX. 70 FT. SOUTH OF CENTERLINE NE 27TH ST., 22 FT. NW OF CATCH BASIN.
A-113	1/10/91	172ND AVE. NE AT NE 36TH ST., CAP IN NE CURB

RETURN, 8FT. NW OF WHEELCHAIR CUT.

- A-114 1/10/91 172ND AVE. NE AT NE 33RD ST., CAP IN NE SIDEWALK 2 FT. FROM CURB RETURN FACE, 12 FT. NNW OF WHEELCHAIR CUT.
- A-115 1/10/91 172ND AVE. NE AT NE 30TH PL., CAP IN SIDEWALK NE CURB RETURN 2.5 FT FROM CATCH BASIN.
- A-116 1/10/91 AT END OF PAVED CUL-DE-SAC APPROXIMATELY 500 FT. WEST OF INTERSECTION OF 174TH AVE. NE AT NE 27TH COURT, CAP IN TOP OF CONCRETE GUTTER BLOCK, 5 FT. FROM FACE OF WOOD GUARD RAIL AND 10 FT. N. OF SOUTH END OF SAME.
- A-117 1/10/91 APPROX. 180 FT. WEST OF 174TH AVE. NE AT NE 27TH CT., CAP IN NORTH SIDEWALK, 1.0 FT. FROM CATCH BASIN AT ENTRANCE TO 17312 NE 27TH COURT.
- A-118 1/10/91 174TH AVE. NE AT NE 27TH COURT. CAP IN WEST EDGE OF EAST WALKWAY, 6 FT. SOUTH OF ADDRESS NUMBERS 2626 174TH AVE NE
- A-119 1/10/91 NE 24TH ST. AT TRINITY ANGLICAN CHURCH, 17371 NE 24TH ST., CAP IN NORTH SIDEWALK 2 FT. FROM CURB LINE AT EAST LINE OF TENNIS COURT.
- A-120 1/10/91 NE 24TH ST. AT 175TH AVE. NE, CAP IN NORTH SIDEWALK. 1.5 FT. N. OF CURB LINE, 9 FT. WEST OF CURB P.C., APPROX. 70 FT. EAST OF BUS STOP SIGN.
- A-121 1/11/91 NE 24TH ST. AT 173RD AVE. NE. CAP IN SE CURB RETURN AT SOUTH EDGE OF WHEELCHAIR CUT.
- A-122 1/11/91 APPROX. 600 FT. EAST OF A-89, NE 24TH ST. AT BELLEVUE-REDMOND ROAD, CAP IN SIDEWALK NW RETURN, 3 FT. SW OF FIRE HYDRANT.
- A-123 1/11/91 WEST LAKE SAMMAMISH PARKWAY NE AT NE BOUND SR 520 EXIT RAMP TO SAME, CAP IN SOUTH BIKE LANE ASPHALT 4 FT. FROM EDGE OF PAVEMENT, 18 FT. EAST OF LIGHT POLE # 5

A-124	1/11/91	WEST LAKE SAMMAMISH PARKWAY AT ENTRANCE TO MARYMOOR PARK, CAP IN ASPHALT AT CENTER OF SW END OF CROSSWALK, 4 FT. FROM CROSSING BUTTON POLE, 4 FT. FROM EDGE OF PAVEMENT.
A-125	1/11/91	DESTROYED BY LOADER
A-126	1/11/91	WEST LAKE SAMMAMISH PARKWAY AT NE 51ST ST., 3 FT. FROM NE EDGE OF PAVEMENT, NE. END OF CROSSWALK, CAP IN ASPHALT.
A-127	1/11/91	WEST LAKE SAMMAMISH PARKWAY, APPROX. 1200 FT. SE OF 51ST. ST., CAP IN NE ASPHALT, 3 FT. FROM NE EDGE OF PAVEMENT AT CENTERLINE OF MAJOR STREAM CULVERT.
A-128	1/11/91	WEST LAKE SAMMAMISH PARKWAY AT CENTERLINE NE 48TH ST., CAP IN CENTERLINE NE BIKE LANE, 4.5 FT, FROM NE EDGE OF PAVEMENT, 19 FT. SE OF SMALL PHONE LINE POLE.
A-129	1/11/91	AT MAJOR JUNCTION OF WEST LAKE SAMMAMISH PARKWAY AT BELLEVUE-REDMOND RD., CAP IN EDGE OF CONCRETE WALKWAY AT WEST END OF SOUTH CROSS WALK 10 FT. FROM SIGNAL LITE BASE.
A-130	1/11/91	BELL-RED ROAD AT NE 44TH WAY, ENTRANCE TO "COUNTY CREEK", SW SIDE OF ROAD, CAP IN CONCRETE CURB RETURN AT SW EDGE OF WALKWAY SE RETURN.
A-131	1/11/91	NE 104TH ST. AT WEST SIDE OF DRIVEWAY TO 16914 NE 104TH ST., CAP IN NORTH SIDEWALK.
A-132	1/11/91	NE 104TH ST. AT APPROX. 100 FT. WEST OF CENTERLINE NE 171ST. ST., CAP IN EDGE OF NORTH SIDEWALK OPPOSITE WEST SIDE OF WEST CITY WATER STORAGE TANK.

A-133	1/15/91	NE 104TH ST. AT EAST ENTRANCE TO REDMOND HIGH SCHOOL THAT IS APPROXIMATELY 130 FT. EAST OF HIGH SCHOOL SIGN, CAP IN EAST CURB RETURN AT WEST EDGE OF WHEELCHAIR CUT.
A-134	1/15/91	NE 104TH ST. AT 176TH AVE. NE, CAP IN NORTH SIDEWALK, 0.8 FT FROM CURB FACE, 3 FT. EAST OF DRIVEWAY TO EAST SCHOOL PARKING LOT.
A-135	1/15/91	NE 104TH ST. AT 179TH AVE. NE, 33 FT. SOUTH OF CENTERLINE, 10 FT. EAST OF CENTERLINE, AND 12 FT. NW OF SE CATCH BASIN.
A-136	1/15/91	NE 104TH ST. AT 181ST. AVE. NE, CAP IN CURB SE RETURN, E. EDGE OF WHEELCHIR CUT.
A-137	1/15/91	NE 104TH ST. AT APPROX. 200 FT. WEST OF NE 184TH AVE., CAP IN NORTH SIDEWALK, 3.5 FT. FROM CURB FACE, APPROX. 25 FT. WEST OF SPEED LIMIT SIGN ON SOUTH SIDE, MARKED BY 2 x 2 POST.
A-138	1/15/91	NE 104TH ST. AT APPROX. 200 FT. EAST OF 184TH AVE. NE, CAP SET IN SOUTH CURB, 17 FT. EAST OF CATCH BASIN, MARKED BY 2 X 2 POST.
A-139	2/5/91	NE 51ST ST. AT CENTER OF SR 520 OVERPASS STRUCTURE, CAP IN CENTER OF NORTH SIDEWALK.
A-140	2/5/91	NE 51ST ST. AT 154TH AVE. NE, CAP IN SE SIDEWALK, 6 FT. NE OF WHEELCHAIR CUT.
A-141	2/5/91	NE 51ST ST. AT 156TH AVE. NE., EAST SIDE OF SOUTH WEST QUADRANT TRAFFIC ISLAND, CAP IN TOPOF CURB AT SOUTH SIDE OF PEDESTRIAN WALKWAY.
A-142	2/5/91	NE 51ST ST. AT 158TH AVE NE., CAP IN NORTH CURB APPROX. 25 FT. WEST OF FIRE HYDRANT.
A-143	2/6/91	NE 51ST. ST. AT 159TH AVE. NE., CAP IN NE CURB RETURN.
A-144	2/6/91	16025 NE 51ST. ST. AT PRIVATE ROAD TO SOUTH, CAP IN GUTTER CONCRETE SE RETURN, 8 FT. NORTH OF BIG BLACK ARROW ON YELLOW HWY. SIGN.

A-145	2/6/91	NE 51ST ST. JUST NORTH OF 162ND AND NE, CAP IN SIDEWALK, 7 FT. NE OF CATCH BASIN.
A-146	2/6/91	NE 51ST ST. BETWEEN ADDRESSES 16202 AND 16140, CAP IN NW SIDEWALK.
A-147	2/25/91	156TH AVE. NE AT BEL RED ROAD, CAP IN SE RETURN SIDEWALK, NE OF SOUTHERLY CROSS WALK, 10 FT. WSW OF SIGNAL BASE.
A-148	2/25/91	156TH AVE. NE <u>OPPOSITE</u> SOUTH SIDE OF ENTRANCE TO GROUP HEALTH COOPERATIVE, CAP IN EAST SIDEWALK APPROX. 80 FT. SOUTH OF CROSS WALK, 8 FT. NORTH OF LITE POLE 223446-168098.
A-149	2/25/91	156TH AVE NE AT NE 31ST STREET, CAP IN SE CURB RETURN, 4 FT. NE OF CATCH BASIN.
A-150	2/27/91	156TH AVE NE AT NE 36TH STREET, CAP IN WEST SIDEWALK APPROXIMATELY 20 FT. SOUTH OF NORTH CROSS WALK.
A-151	2/27/91	156TH AVE. NE AT 150 FEET NORTH OF NE 33RD ST. CAP IN WEST SIDE WALK, 13 FT. NORTH OF CATCH BASIN.
A-152	2/27/92	156TH AVE. NE AT APPROX. 1000 FT. NORTH OF NE 40TH ST. <u>OPPOSITE</u> NORTH SIDE OF ENTRANCE TO CAMBRIAN APTS., CAP IN WEST SIDEWALK 35 FT. SOUTH OF STREET LIGHT 223930-168014.
A-153	2/28/91	DESTROYED BY TURN OFF LANE CONSTRUCTION.
A-154	2/28/91	WEST LAKE SAMMAMISH PARKWAY, APPROX. 160 FT. SE OF NE 50TH STREET, CAP IN NORTH BIKE PATH, 3 FT. FROM EDGE OF PAVEMENT, DIRECTLY ACROSS FROM MANHOLE.
A-155	3/2/91	156TH AVE. NE AT ENTRANCE TO SAFECO, APPROX. 1000 FT. SOUTH OF NE 51ST. ST, CAP IN WEST SIDEWALK AT SOUTH SIDE OF ENTRY ROAD.

A-156	3/6/91	NE 40TH STREET AT BELLEVUE-REDMOND ROAD, CAP IN SE CURB RETURN 5 FT. NORTH OF SIGNAL BASE. (REPLACES A-96 WHICH WAS DESTROYED BY SIGNAL WORK).
A-157	3/20/91	BELL-RED ROAD APPROX. 1400 FT. NORTHEAST OF INTERSECTION WITH 156TH AVE. NE, ACROSS FROM NE ENTRANCE TO ETON SCHOOL, SW SIDE OF DRIVEWAY CURB CUT, APPROX. 45 FT. FROM FIRE PLUG, <u>CAP IN NW SIDEWALK.</u>
A-158	3/28/91	BELL-RED ROAD APPROX. 300 FT. SW OF NE 30TH ST., ACROSS STREET FROM FIRE PLUG, <u>CAP IN SE BIKE LANE PAVEMENT</u> 3.3 FT. FROM EDGE MARKED WITH OFFSET 2X2 POST.
A-159	2/28/91	BELL-RED ROAD APPROX. 500 FT. NE OF NE 30TH ST., <u>CAP IN NW BIKE LANE PAVEMENT</u> AT SW END OF PULL OFF NEXT TO FENCED RETENTION POND.
A-160	3/28/91	BELL-RED ROAD SE SIDE , 100 FT. NE OF ENTRANCE TO ASHBROOK (WIDE AREA), CAP IN PAVEMENT 3.2 FT. FROM <u>WHITE LINE.</u>
A-161	3/28/91	BELL-RED ROAD, SE SIDE AT SW END OF GUARDRAIL, APPROX. 300FT. NE OF AND ACROSS FROM ENTRANCE TO BELLAIRE APTS., <u>CAP IN BIKE LANE 4.5 FT.</u> INSIDE GUARD RAIL.
A-162	3/28/91	BELL-RED ROAD, APPROX. 350 FT. SOUTH OF NE 40TH ST. INTERSECTION, <u>CAP IN EAST SIDE OF PAVEMENT</u> 1.5 FROM EDGE, AT END OF WOOD FENCE, AT BEGINNING OF RIGHT TURN WIDENING.
A-163	4/24/91	OLD REDMOND ROAD, APPROX. 700 FT. SOUTH OF A-32 AT WEST LAKE SAMMAMISH PARKWAY, 200 FT. NORTH OF ENTRANCE TO MARYMOOR TRAILS APT., <u>CAP IN EAST SIDEWALK.</u>
A-164	4/24/91	OLD REDMOND ROAD, APPROX. 400 FT. NE OF 154TH AVE. NE INTERSECTION, CAP IN EAST SIDEWALK ABOUT MIDWAY OF WALNUT HILLS TOWNHOUSE AREA.

A-165	4/25/91	OLD REDMOND ROAD AT 154TH AVE. NE, SW CURB RETURN, CAP IN SIDEWALK , 8FT. SOUTH OF WHEELCHAIR CUT. (SOUTH SIDE OF VERY SHARP CURVE IN ROAD).
A-166	4/25/91	OLD REDMOND ROAD, CAP IN NORTH WALK JUST EASE OF PRIVALTE DRIVE INTO 15318 ADDRESS, 30 FT. WEST OF BUS STOP SHELTER.
A-167	4/25/91	OLD REDMOND ROAD AT 152ND AVE. NE CURB RETURN, 12 FT. EAST OF WHEELCHAIR CUT, 3 FT. FROM SIDEWALK END.
A-168	4/25/91	OLD REDMOND ROAD AT 10 FT. EAST OF CENTERLINE (EXT.) 151ST AVE. NE, <u>CAP IN SOUTH SIDEWALK.</u>
A-169	4/25/91	OLD REDMOIND ROAD AT 100 FT. WEST OF 150TH AVE. NE, CAP IN NORTH SIDEWALK.
A-170	5/8/91	DESTROYED BLADING SIDEWALK.
A-171	5/8/91	18334 REDMOND-FALL CITY ROAD, 3 FT. SE OF ENTRANCE TO EASTLAKE BUSINESS PARK, CAP IN PAVEMENT 2 FT. NE OF NE WHITE LINE.
A-172	5/8/91	18555 REDMOND-FALL CITY ROAD (OTTO RES.), CAP IN SW PAVEMENT 5 FT. OUTSIDE WHITE LINE, 9 FT. FROM MAILBOX.
A-173	5/8/91	18639 REDMOND-FALL CITY ROAD,CAP IN PAVEMENT 4.5 FT. OUTSIDE THE SW WHITE LINE, 5 FT. FROM MAIL BOX.
A-174	5/8/91	REDMOND-FALL CITY ROAD AT EASTSIDE OF ENTRANCE INTO REMINGTON PARK APTS., 2 FT. NORTH OF NORTH WHITE LINE AND IN LINE WITH APT. ROAD CURB.
A-175	5/8/91	REDMOND-FALL CITY ROAD AT 180TH AVE. NE, CAP IN NORTH CURB RETURN SIDEWALK, 12 FT. NW OF NW END OF CROSS WALK. (CLOSE TO BM.14)

A-176	5/8/91	REDMOND-FALL CITY ROAD AT EAST LAKE SAMMAMISH PARKWAY ORIGIN-AT 180TH AVE. NE, CAP IN SSE CURB RETURN SIDEWALK.(ACCESS FROM EAST SAMMAMISH POINT GROCERY AND DELI-TEXACO STA.) 20 FT. EAST OF CROSSWALK.
A-177	5/8/91	EAST LAKE SAMMAMISH PARKWAY AT APROX. 120 FT. SOUTH OF CENTERLINE NE 65TH ST., CAP IN PAVEMENT 14 FT. WEST OF WEST WHITE LINE, IN FRONT OF CLEANERS.
A-178	6/3/91	166TH AVE. NE, AT NE 83RD ST., CAP IN NE CURB RETURN (NORTH OF A-35).
A-179	6/3/91	166TH AVE. NE, AT NE 87TH ST., CAP IN CENTER OF WEST SIDEWALK AT BUS STOP SIGN. (SOUTH OF A-37).
A-180	6/17/91	NE 85TH ST. AT 166TH AVE. NE, IN SIDEWALK OF SOUTHWEST CURB RETURN, 3.6 FEET FROM CURB AND 9.8 FEET FROM STOP SIGN.
A-181	6/17/91	NE 85TH ST. AT 164TH AVE. NE, IN SIDEWALK OF NORTHEAST CORNER 35 FEET EAST OF EAST CROSS WALK, 2.3 FEET FROM CURB AND 6.6 FEET SOUTH OF FIRE HYDRANT.
A-182	6/21/91	NE 85TH ST. AT 161ST. AVE. NE, IN CURB OF NORTHEAST RETURN AT NORTH END OF EAST CROSSWALK, 7 FEET SOUTHWEST OF TRAFFIC LIGHT BASE.
A-183	6/21/91	NE 85TH ST. AT 160TH AVE. NE., IN CENTER OF SIDEWALK SOUTHWEST CORNER, 5 FEET NORTH OF TRAFFIC SIGNAL BASE.
A-184	6/24/91	DESTROYED BY CONSTRUCTION.
A-185	6/24/91	NE 90TH ST AT 154TH AVE. NE, IN CURB AT SOUTHEAST CORNER (ON LONG RADIUS CURVE) AT SOUTH SIDE OF ENTRANCE TO BUSINESS PARK, 14 FEET NORTHWEST OF CATCH BASIN.

A-186	6/24/91	NE 90TH ST. AT 151ST. AVE. NE, IN NORTH CURB APPROX. 75 FEET EAST OF CENTERLINE OF 151ST. AVE., 8 FEET EAST OF CURB P.C. AND 9.5 FEET SE OF STREET LIGHT POLE.
A-187	6/24/91	NE 90TH ST. AT WILLOWS ROAD, IN CURB OF SOUTHEAST RETURN AT END OF NORTH LINE OF SOUTH CROSS-WALK, 13.5 FEET NORTH OF SIGNAL LIGHT BASE.
A-188	6/27/91	148TH AVE. NE AT REDMOND WAY SR 908, IN ISLAND CONCRETE AT INTERSECTION OF NORTH AND WEST CROSSWALKS, 4 FEET EAST OF SIGNAL LIGHT BASE.
A-189	6/27/91	148TH AVE. NE AT APPROX. 1500 FEET NORTH OF REDMOND WAY OR 200 FEET SOUTH OF NE 87TH ST., IN CENTER OF WEST SIDEWALK, 7 FEET WEST OF CATCH BASIN.
A-190	6/27/91	148TH AVE. NE AT APPROX. 700 FEET SOUTH OF REDMOND WAY, IN CENTER OF EAST SIDEWALK, 5.3 FEET EAST OF CENTER OF FIRE HYDRANT.
A-191	6/27/91	WEST LAKE SAMMAMISH PARKWAY AT APPROX. 1300 FEET NORTHWEST OF NE 51ST ST. OR 500 FEET SOUTHEAST OF ENTRANCE TO MARYMOOR PARK, IN NORTHEAST SIDE OF ROADWAY 5.5 FEET FROM WHITE LINE OR 3.0 FEET FROM EDGE , 55 FEET SOUTH EAST OF SIGNAL AHEAD SIGN. (BETWEEN A-124 AND A-126).
A-192	9/9/91	SOUTHEAST CORNER NE 83RD STREET AT 164TH AVE NE. IN SIDEWALK 5.7 FEET EAST AND 11.9 FEET SOUTH OF CURB LINES.
A-193	3/19/92	IN SOUTHWEST SIDEWALK OF WEST LAKE SAMMAMISH PARKWAY BETWEEN REDMOND WAY AND OLD REDMOND ROAD APPROX. 300 FEET NORTH OF A-32 CAP, 4.0 FEET FROM CATCH BASIN CENTER AND 12 FEET FROM SANITARY SEWER MANHOLE CENTER.
A-194	3/19/92	REDMOND WAY AT BRIDGE OVER SAMMAMISH RIVER, IN THE SOUTH WALKWAY, 45 FEET WEST OF EAST END OF BRIDGE, NEAR EAST VIEW POINT.

A-195 3/20/91 REDMOND WAY AT 159TH PL. NE (COL. SANDERS) IN
SIDEWALK SOUTHEAST RETURN, 2.3 FEET FROM CURB
LINE, 9.0 FEET FROM K.F.C SIGN AND 19.0 FEET FROM
CENTER GENERAL TELEPHONE MANHOLE.

A-196 3/20/91 REDMOND WAY AT 160TH AVE NE (REDMOND CENTER)
IN SIDEWALK NORTHWEST RETURN AREA, 15.0 FEET
SOUTHEAST OF REDMOND CENTER SIGN, 5.0 FEET
FROM CURB LINE, AND 3.0 FEET WEST OF CURB CUT
FOR 160TH AVE. N.E.

A-197 3/23/91 160TH AVE. NE AT NE 83RD STREET, IN TOP OF
SOUTHEAST CURB RETURN.

DIVISION V

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
GLO MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
2B SW	265030.21	1672695.96	80763.61	400147.73	264971.93	1312818.01	306.9
2C S	259756.13	1675155.63	79156.06	400897.42	259697.83	1315277.63	56.1
2C SW	259805.95	1672571.02	79171.25	400109.63	259747.66	1312693.03	336.3
2C W	262417.83	1672625.61	79967.35	400126.28	262359.54	1312747.65	145.6
2D S	254367.62	1675028.33	77513.64	400858.61	254309.33	1315150.29	133.5
2D W	257115.67	1672468.23	78351.25	400078.30	257057.41	1312590.23	336.9
2E S	249183.66	1675147.5	75933.57	400894.95	249125.40	1315269.52	294.6
2E W	251878.81	1672552.19	76755.06	400103.89	251820.55	1312674.16	359.3
2F SW	243908.46	1672378.96	74325.70	400051.07	243850.23	1312500.88	486.8
2F W	246568.71	1672448.25	75136.54	400072.19	246510.47	1312570.18	462.5
3C S	259555.39	1680568.99	79094.86	402547.41	259497.06	1320690.97	192.8
3C SW	259631.52	1677815.55	79118.07	401708.17	259573.20	1317937.56	37.8
3C W	262250.85	1677933.96	79916.45	401744.27	262192.54	1318055.98	39.8
3D S	254235.06	1680338.87	77473.23	402477.27	254176.76	1320460.83	28.0
3D SW	254310.26	1677695.86	77496.15	401671.67	254251.96	1317817.81	26.8
3DWWC	256985.95	1677756.12	78311.70	401690.05	256927.65	1317878.10	27.0

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
GLO MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
3E S	248970.90	1680293.85	75868.71	402463.53	248912.60	1320415.78	48.6
3E SW	249057.96	1677660.58	75895.26	401660.91	248999.68	1317782.51	170.1
3E W	251680.30	1677707.41	76694.54	401675.19	251622.02	1317829.34	42.5
3F S	243734.28	1680132.16	74272.60	402414.24	243676.03	1320254.06	256.3
3F W	246416.49	1677592.80	75090.14	401640.25	246358.23	1317714.71	291.8
3G SW	238419.85	1677492.64	72652.77	401609.70	238361.62	1317614.50	381.4
3G W	241168.66	1677447.13	73490.60	401595.84	241110.42	1317569.00	346.5
3H S	233152.31	1680014.99	71047.21	402378.50	233094.05	1320136.80	381.8
3H SW	233151.89	1677379.07	71047.09	401575.07	233093.67	1317500.89	311.6
3H W	235788.80	1677435.21	71850.83	401592.19	235730.59	1317557.06	365.5
4C S	259401.70	1685751.16	79048.00	404126.93	259343.33	1325873.11	289.1
4C SW	259467.63	1683118.31	79068.11	403324.44	259409.30	1323240.28	238.2
4D S	254098.56	1685671.26	77431.61	404102.57	254040.22	1325793.18	347.7
4D SW	254161.37	1683006.46	77450.76	403290.34	254103.03	1323128.38	287.7
4D W	256781.73	1683075.02	78249.45	403311.25	256723.41	1323196.98	280.8
4E SW	248883.62	1682927.29	75842.11	403266.20	248825.32	1323049.19	36.8

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
GLO MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
4E W	251520.82	1682980.43	76645.93	403282.41	251462.52	1323102.37	139.9
4F S	243607.63	1685463.12	74233.99	404039.11	243549.34	1325584.97	36.2
4F SW	243638.08	1682831.11	74243.27	403236.88	243579.81	1322952.98	32.4
*4F W			75043	403252	246203	1325585	28.2
4G SW	238380.78	1682747.40	72640.85	403211.36	238322.52	1322869.26	266.7
4G W	241008.51	1682774.96	73441.78	403219.76	240950.25	1322896.83	99.0
4H S	232932.60	1685299.85	70980.24	403989.33	232874.34	1325421.66	358.4
4H SW	233015.33	1682649.59	71005.46	403181.53	232957.07	1322771.40	403.5
5C S	258930.23	1690947.12	78904.29	405710.65	258871.83	1331069.03	87.5
5E S	248812.11	1690756.81	75820.30	405652.63	248753.78	1330878.67	50.7
5F SW	243507.00	1688127.24	74203.31	404851.13	243448.68	1328249.09	31.6
5F W	246130.61	1688170.06	75002.98	404864.19	246072.29	1328291.92	49.6
5H S	232797.53	1690540.41	70939.07	405586.65	232739.26	1330662.21	160.2
5H SW	232865.86	1687902.72	70959.90	404782.68	232807.60	1328024.49	153.8
5H W	235495.01	1687960.99	71761.27	404800.44	235436.75	1328082.78	117.7

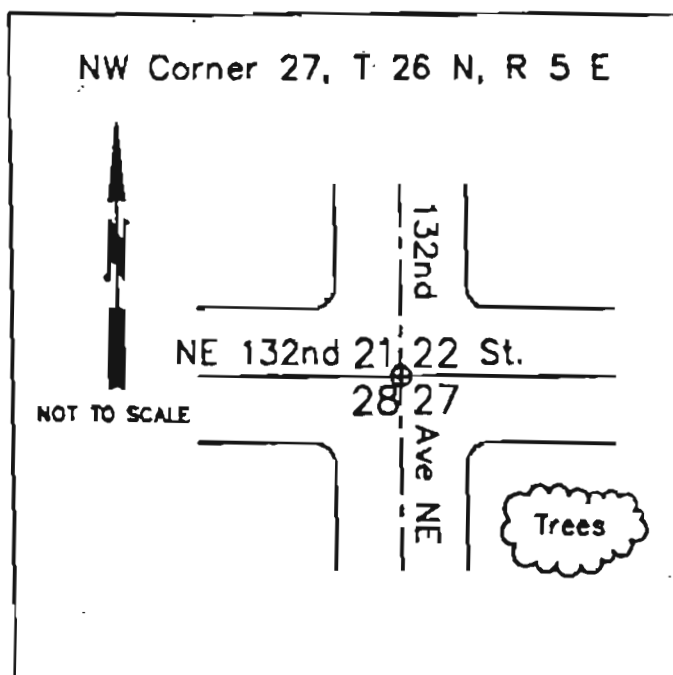
NOTE: *Believe this Monument has been disturbed

**CITY OF REDMOND HORIZONTAL CONTROL COORDINATES
GLO MONUMENTS**

POINT	NAD-27		METRIC NAD-83 (91) METERS		NAD-83 (91)		ELEV.
	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	
6D W	256142.99	1693643.74	78054.73	406532.59	256084.57	1333765.67	137.0
6F W	246090.80	1693393.76	74990.84	406456.37	246032.45	1333515.60	62.4

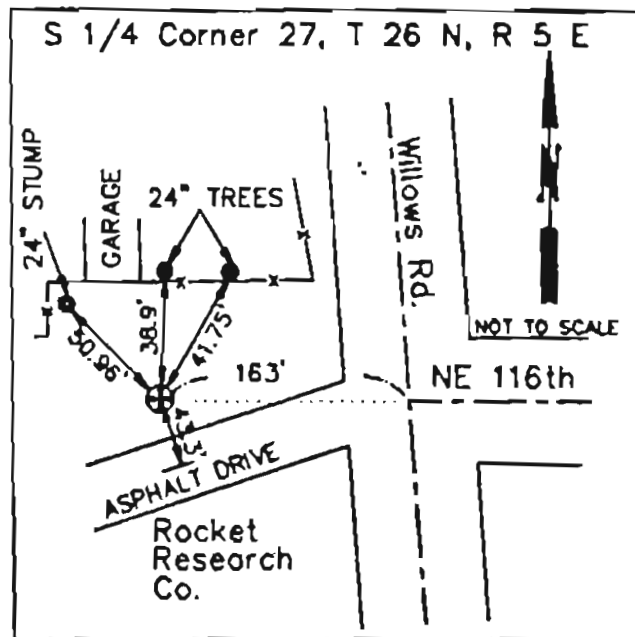
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-2BSW)

NW CORNER SEC 27, T 26 N, R 5 E. FOUND TACK IN LEAD IN 3" X 3" CONCRETE MON IN CASE AT INTERSECTION OF NE 132ND ST AND 132ND AVE NE. TOP OF MON IS 0.7' BELOW GRADE. TACK IS 0.02' ABOVE TOP OF CONCRETE MON.



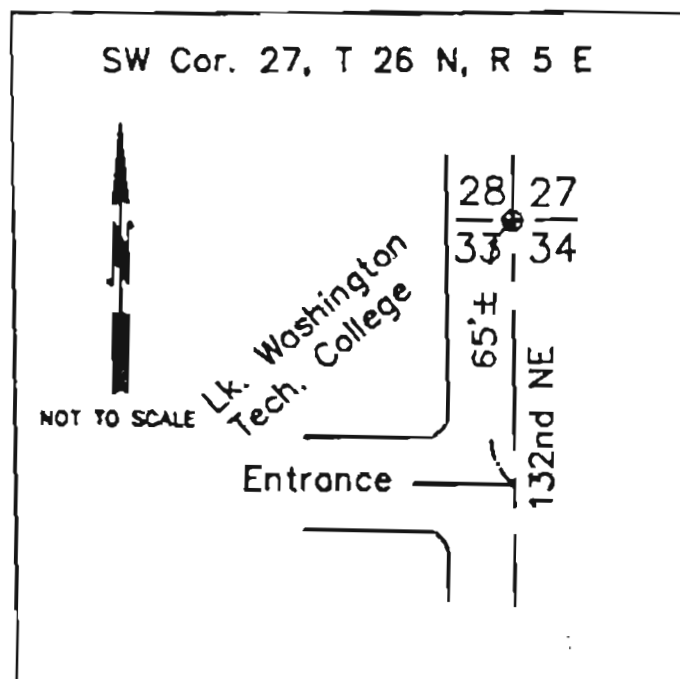
***** GLO MONUMENT DESCRIPTION ***** (GLO-2CS)

S 1/4 CORNER SEC 27, T 26 N, R 5 E. FOUND PUNCH MARK IN 3" BRASS DISK IN CONCRETE MON AT THE EXTENSION OF NE 116TH ST WEST OF WILLOWS ROAD 163 FEET MORE OR LESS, AND 43.3 FEET NORTH OF DOUBLE YELLOW LINE IN ROCKET RESEARCH DRIVEWAY. MON IS 0.3' BELOW GRADE.



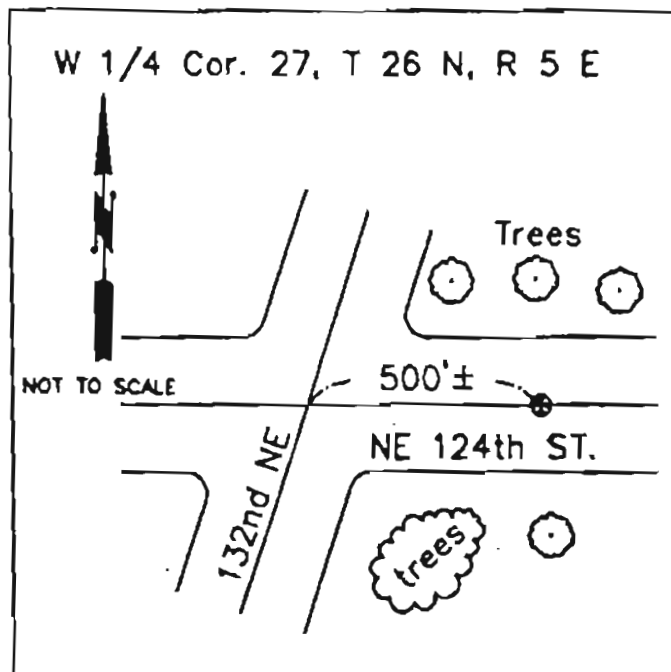
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-2CSW)

SW CORNER SEC 27, T 26 N, R 5 E. FOUND + IN 3" STEEL DISK IN CONCRETE MON IN CASE IN CENTERLINE 132ND AVE NE, 65 FEET MORE OR LESS NORTH OF CENTERLINE OF THE ENTRANCE TO LAKE WASHINGTON VOC-TECH. MON IS 0.7' BELOW GRADE.



* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-2CW)

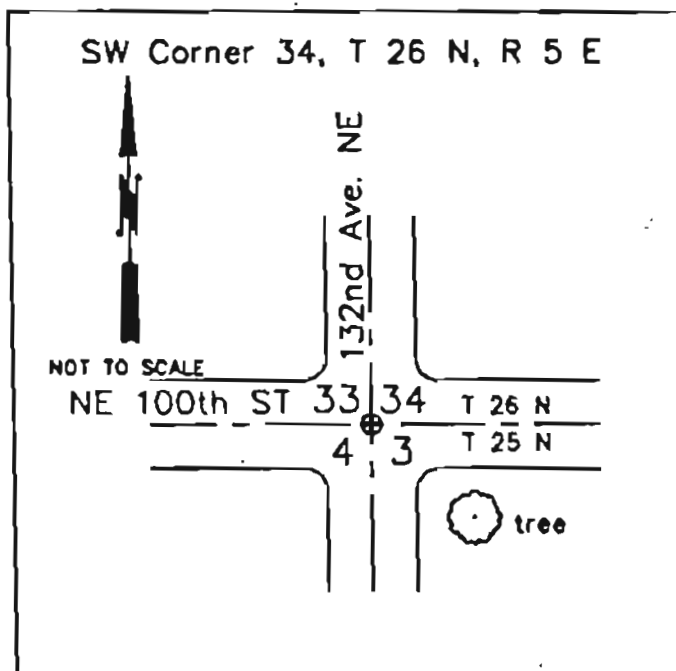
WEST 1/4 CORNER SEC 27, T 26 N, R 5 E. FOUND HOLE IN LEAD IN 3" X 3" CONCRETE MON IN CASE JUST NORTH OF PAINTED YELLOW LINE IN CENTER OF ASPHALT OF NE 124TH ST, 500 FEET MORE OR LESS EAST OF THE CENTERLINE INTERSECTIONS OF NE 124TH ST AND 132ND AVE NE.



* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-2DSW)

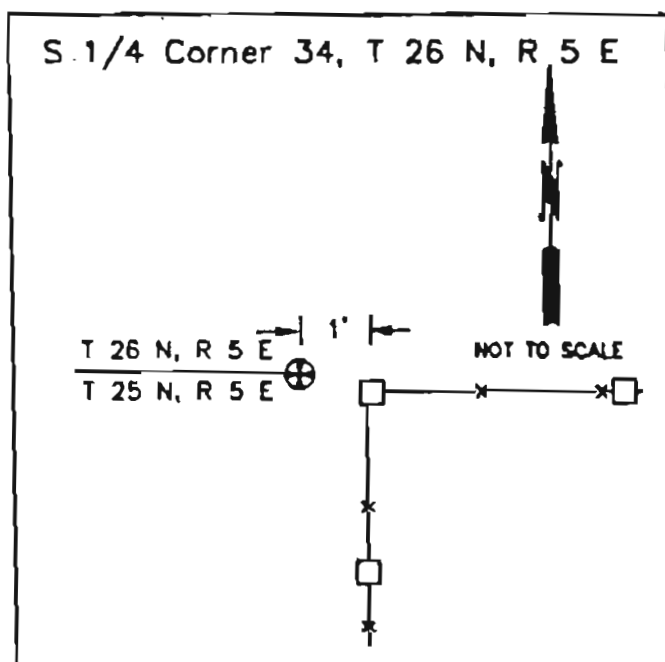
SW CORNER SEC 34, T 26 N, R 5 E. FOUND TACK IN LEAD IN 3" X 3" CONCRETE MON IN CASE IN CENTER OF SOUTHBOUND DRIVING LANE OF 132ND AVE NE @ INTERSECTION OF NE 100TH ST. MON IS 0.6' BELOW GRADE.

NOTE: SAME POINT AS GPS90-2D3



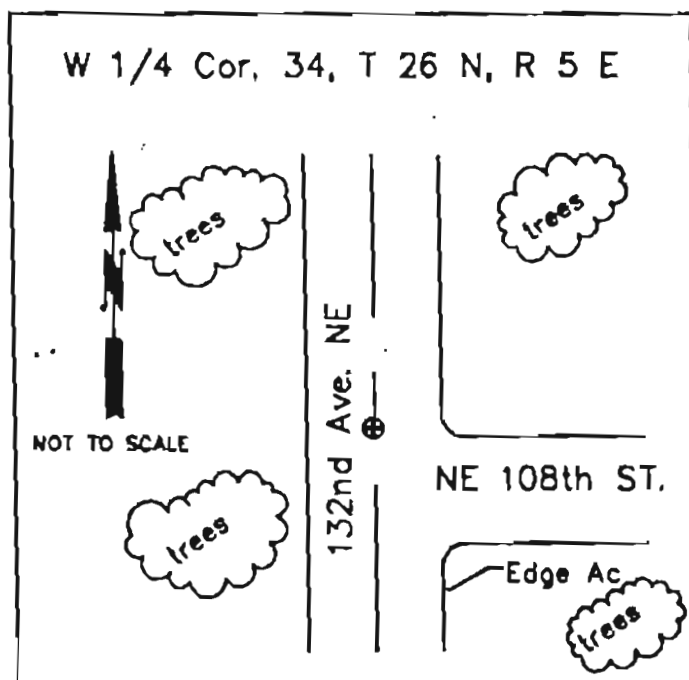
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-2DS)

S 1/4 CORNER SEC 34, T 26 N, R 5 E. FOUND CONCRETE MON WITH 3" BRASS DISK NEAR FENCE CORNER POST IN WOODS. MON IS AT SURFACE.



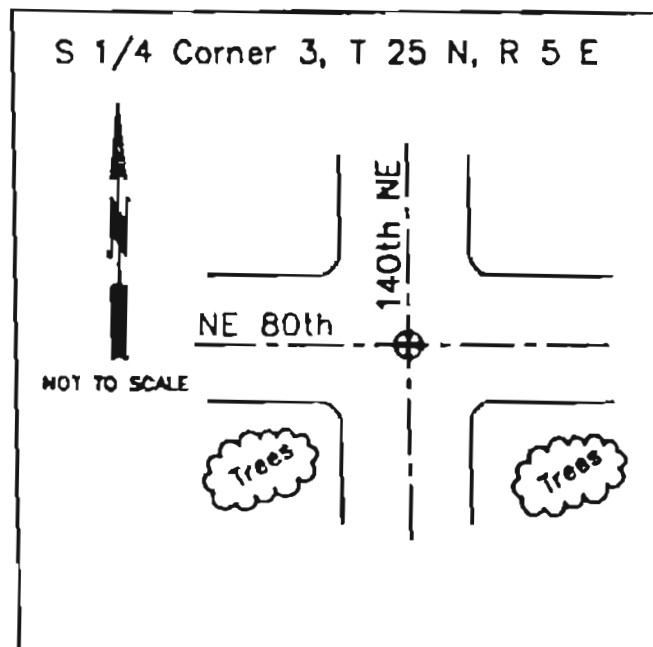
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-2DW)

W 1/4 CORNER SEC 34, T 26 N, R 5 E. FOUND NAIL IN CONCRETE MON IN CASE
IN CENTERLINE OF 132ND AVE NE ALONG THE NORTH EDGE OF NE 108TH
STREET, 1.2 FEET BELOW GRADE.



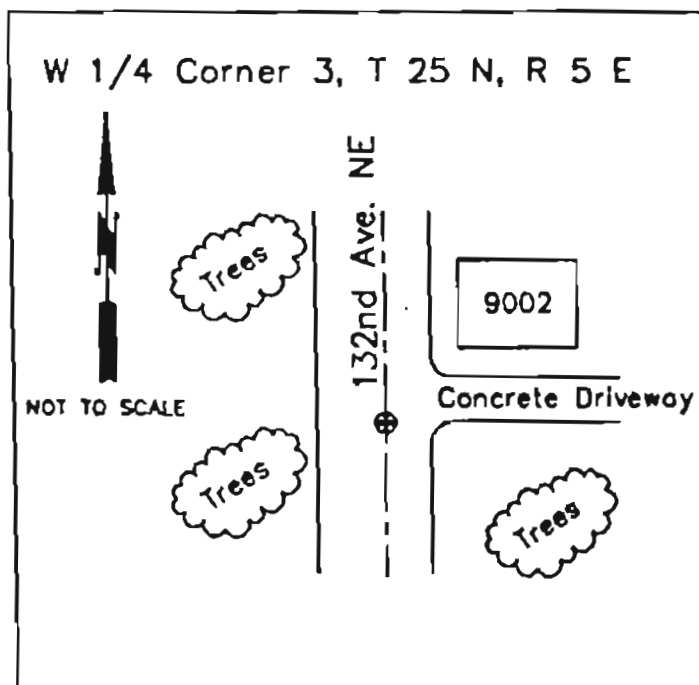
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-2ES)

S 1/4 CORNER SEC 3, T 25 N, R 5 E. FOUND NAIL WITH PUNCH MARK IN 3" x 3" CONCRETE MON IN CASE AT CENTERLINE INTERSECTION 140TH AVE AND NE 80TH ST. MON IS 0.8' BELOW GRADE.



* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-2EW)

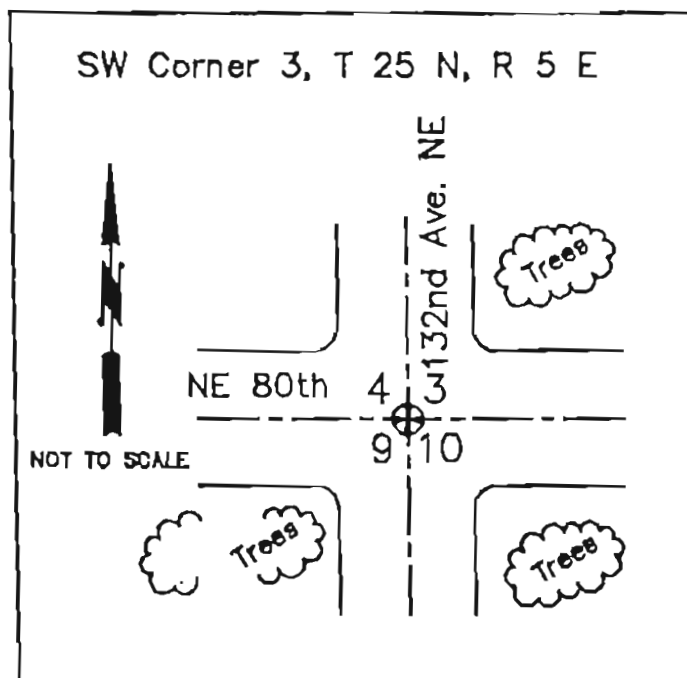
WEST 1/4 CORNER SEC 3, T 25 N, R 5 E. FOUND COPPER TACK IN LEAD IN 3" X 3" CONCRETE MON IN CASE IN CENTERLINE OF 132ND AVE NE AT THE SOUTH SIDE OF DRIVEWAY TO 9002, 0.7' BELOW GRADE.



***** GLO MONUMENT DESCRIPTION ***** (GLO-2ESW)

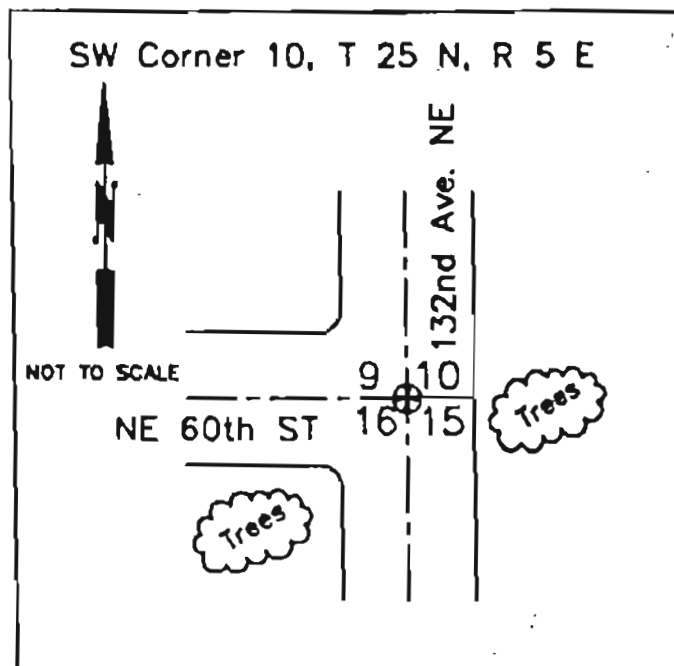
SW CORNER SEC 3, T 25 N, R 5 E. FOUND PUNCH MARK IN 3" BRASS DISK IN
CONCRETE MON IN CASE IN CENTERLINE INTERSECTION OF NE 80TH ST AND
132ND AVE NE, 1.1' BELOW GRADE.

NOTE: SAME POINT AS GPS90-²~~8~~E3



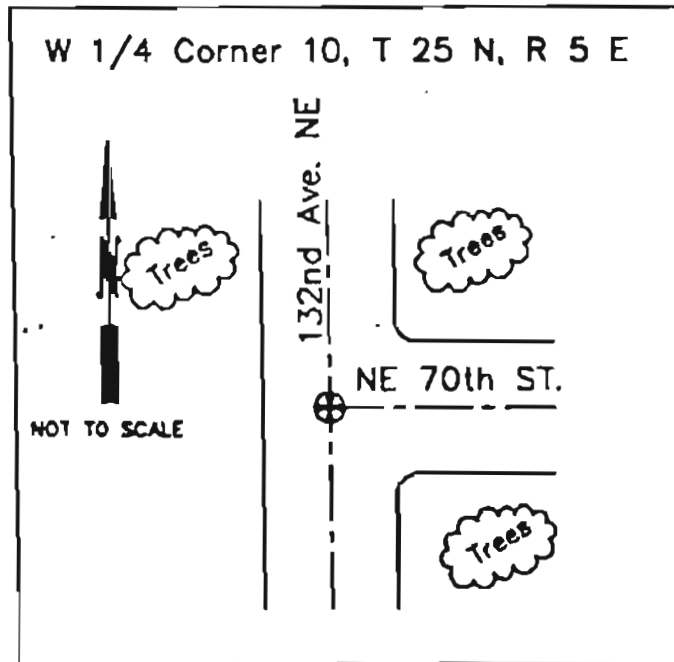
***** GLO MONUMENT DESCRIPTION ***** (GLO-2FSW)

SW CORNER 10, T 25 N, R 5 E. FOUND TACK IN LEAD IN 4" X 4" CONCRETE MON
IN CASE IN CENTERLINE INTERSECTION 132ND AVE NE & NE 60TH ST, 0.6' BELOW
GRADE.



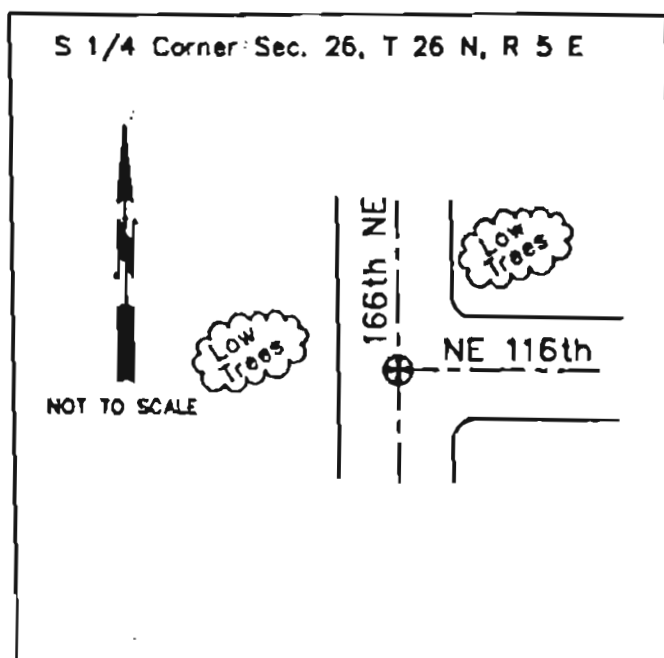
***** GLO MONUMENT DESCRIPTION ***** (GLO-2FW)

W 1/4 CORNER 10, T 25 N, R 5 E. FOUND PUNCH MARK IN CENTER ON N-S LINE
ON 3" BRASS DISK IN CONCRETE MON IN CASE AT THE CENTERLINE
INTERSECTION OF NE 70TH ST AND 132ND AVE NE, 1.25' BELOW GRADE.



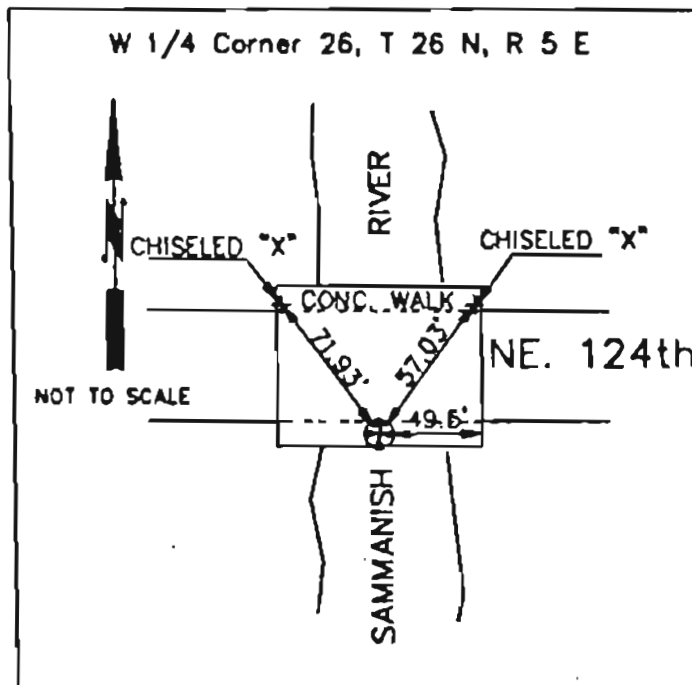
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3CS)

S 1/4 CORNER SEC 26, T 26 N, R 5 E. FOUND COPPER NAIL WITH PUNCH MARK IN CONCRETE MON IN CASE IN CENTERLINE 166TH AVE NE AND NE 116TH ST INTERSECTION. MON IS 0.9' BELOW GRADE.



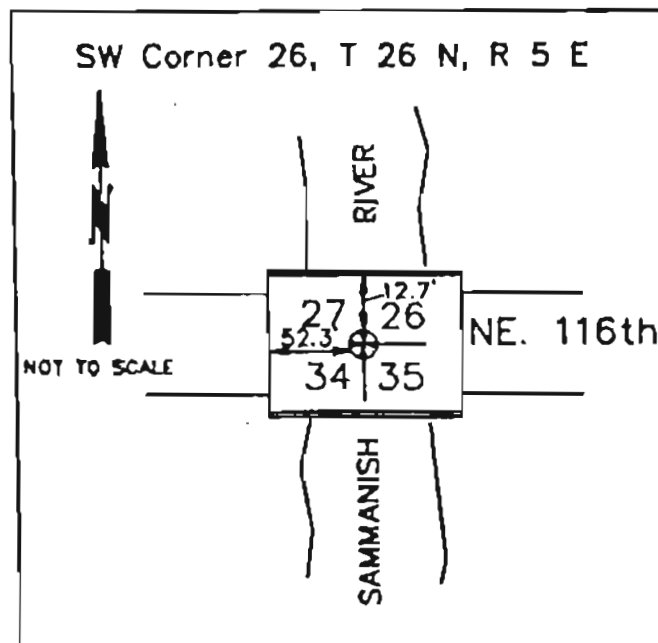
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3CW)

WEST 1/4 CORNER SEC 26, T 26 N, R 5 E. FOUND TACK IN LEAD IN SOUTH CONCRETE WALKWAY ON NE 124TH ST BRIDGE ACROSS THE SAMMAMISH RIVER.



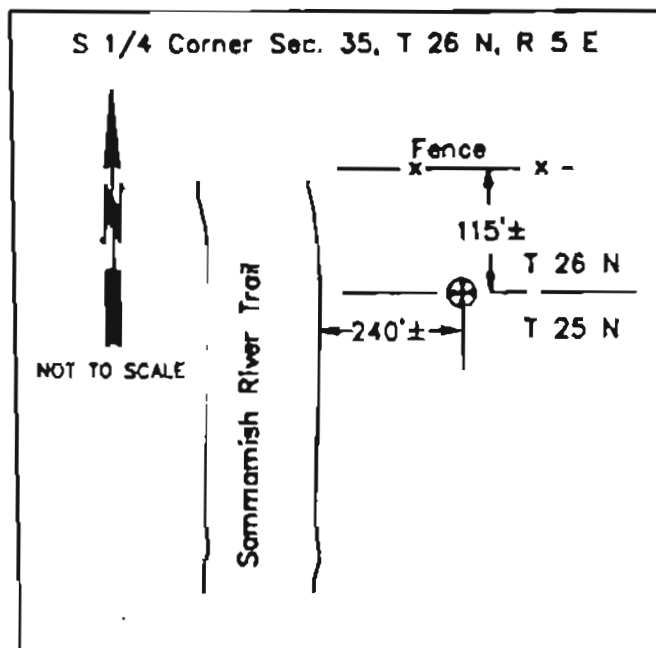
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3CSW)

SW CORNER SEC 26, T 26 N, R 5 E. FOUND 3" BRASS DISK IN ASPHALT FLUSH WITH SURFACE IN BRIDGE OVER SAMMANISH RIVER ON NE 116TH ST (BECOMING WORN).



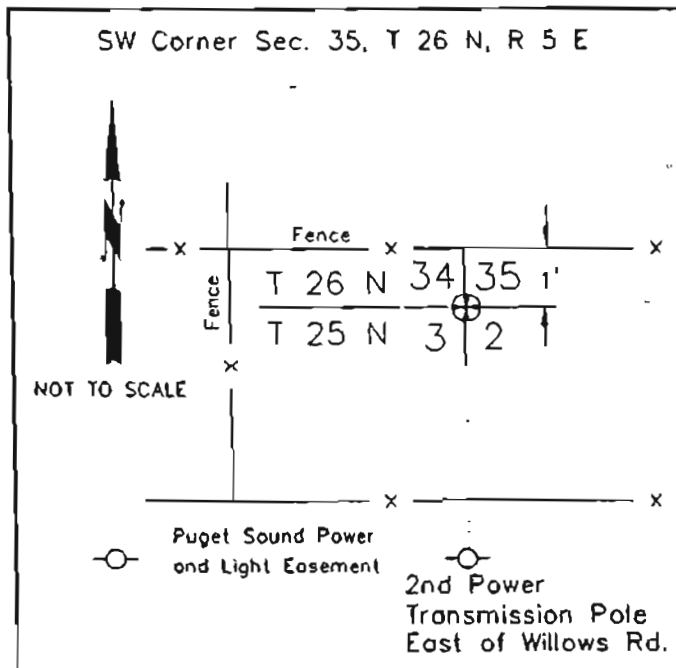
***** GLO MONUMENT DESCRIPTION ***** (GLO-3DS)

S 1/4 CORNER SEC 35, T 26 N, R 5 E. FOUND 3" BRASS DISK (PAINTED YELLOW) IN 4" X 4" CONCRETE MON IN GROUND. MON IS 115'± SOUTH OF 3 1/2' HIGH BARBED WIRE FENCE AND 240'± EAST OF SAMMAMISH RIVER TRAIL PAVED PATH. MON SITS 0.2' ABOVE GROUND.



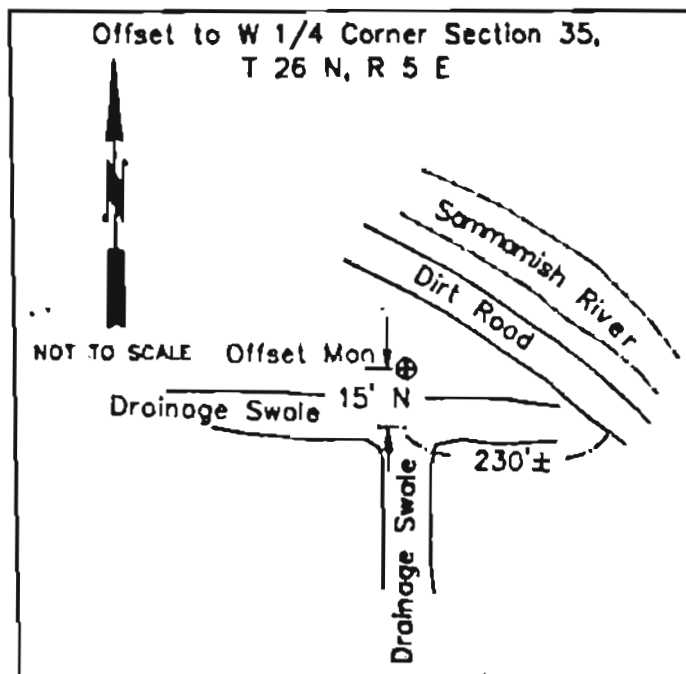
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3DSW)

SW CORNER SEC 35, T 26 N, R 5 E. FOUND 2 1/2" PUNCHED BRASS DISK IN A 2 1/2" STEEL PIPE IN GROUND NEAR EAST-WEST FENCE LINE OF PASTURE NORTH OF PUGET SOUND POWER AND LIGHT EASEMENT. MON IS 0.2' ABOVE GROUND.



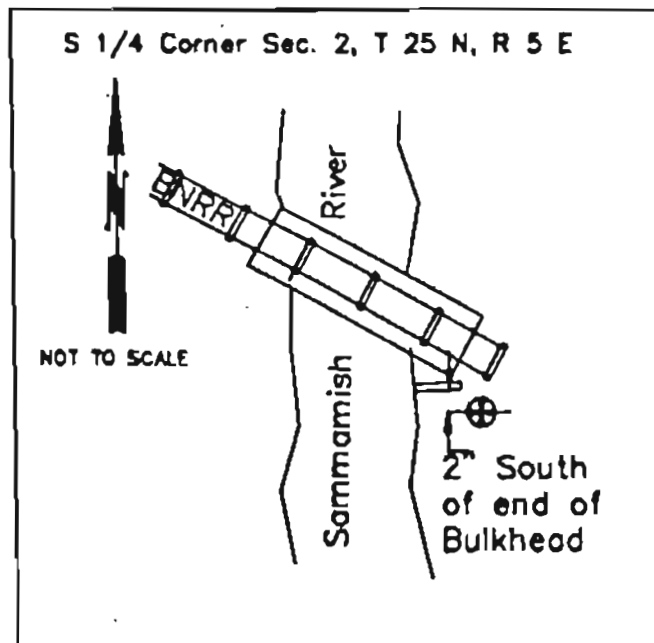
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3DWWC)

WEST 1/4 CORNER OFFSET SEC 35, T 26 N, R 5 E. FOUND 3" BRASS DISK IN IRON PIPE IN FIELD WEST OF SAMMAMISH RIVER. MON IS FLUSH WITH GROUND AND OFFSET NORTH 15 FEET FROM 1/4 CORNER.



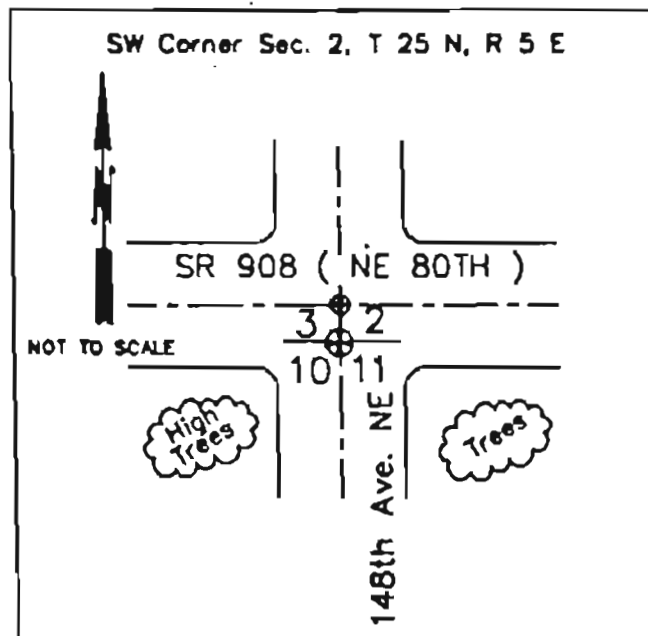
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3ES)

S 1/4 CORNER SEC 2, T 25 , R 5 E. FOUND 3" BRASS DISK WITH MARK IN CONCRETE MON IN GRAVEL FILL ON THE SOUTH SIDE OF RAIL ROAD BRIDGE ACROSS THE SAMMAMISH RIVER 2' SOUTH OF BULKHEAD END.



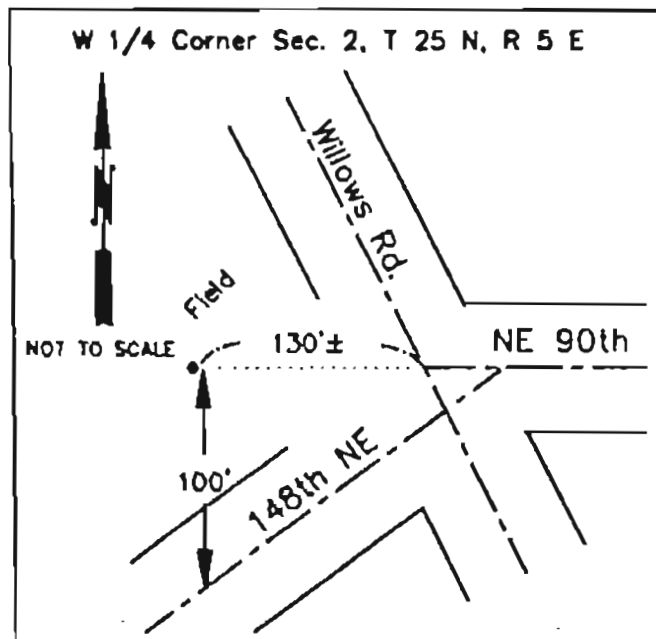
***** GLO MONUMENT DESCRIPTION ***** (GLO-3ESW)

SW CORNER SEC 2, T 25 N, R 5 E. FOUND LARGE + IN CONCRETE MON IN CASE IN EASTBOUND LANE SR 908 ON THE CENTERLINE OF 148TH AVE NE AND SOUTH OF THE CENTERLINE INTERSECTION MON OF SR 908 AND 148TH AVE NE.



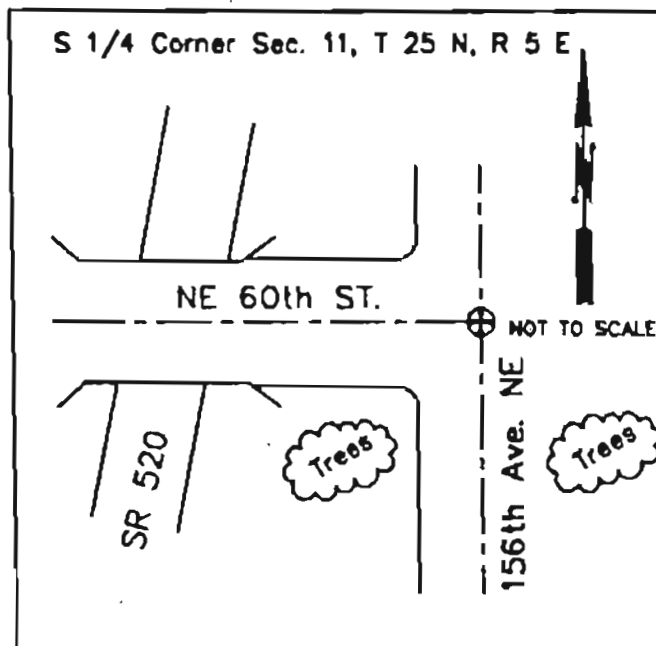
***** GLO MONUMENT DESCRIPTION ***** (GLO-3EW)

W 1/4 CORNER SEC 2, T 25 N, R 5 E. FOUND 3/4" IRON PIPE WITH PLUG AND NAIL IN GROUND IN FIELD WEST OF WILLOWS ROAD 130' MORE OR LESS FROM THE CENTERLINE OF WILLOWS ROAD ON THE CENTERLINE OF NE 90TH STREET EXTENDED WEST, AND 100 FEET NORTH OF THE CENTERLINE OF 148TH AVE NE. PIPE IS 0.2' BELOW GRADE.



* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3FS)

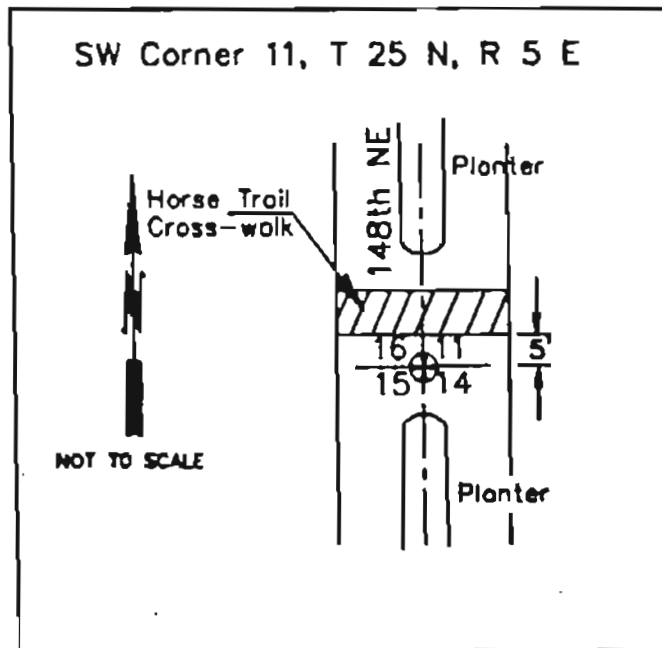
S 1/4 CORNER SEC 11, T 25 N, R 5 E. FOUND NAIL IN CONCRETE MON IN CASE
AT CENTERLINE INTERSECTION OF 156TH AVE NE AND NE 60TH ST. MON IS 1.2'
BELOW GRADE.



***** GLO MONUMENT DESCRIPTION ***** (GLO-3FSW)

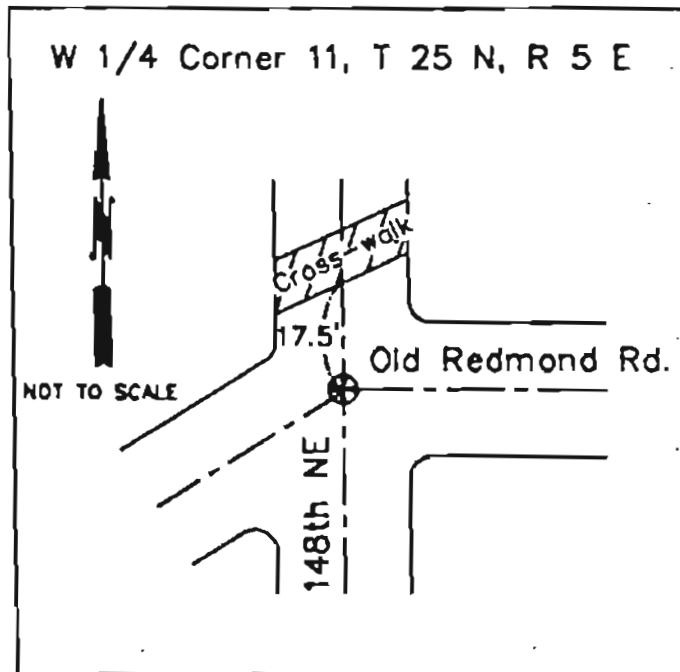
SW CORNER SEC 11, T 25 N, R 5 E. FOUND NAIL IN CONCRETE MON IN CASE IN CENTERLINE 148TH AVE NE, 5' SOUTH OF SOUTHERLY CROSSWALK STRIPE FOR HORSE TRAIL CROSSING. MON IS 1.5 FEET BELOW GRADE.

NOTE: SAME POINT AS GPS90-3F3



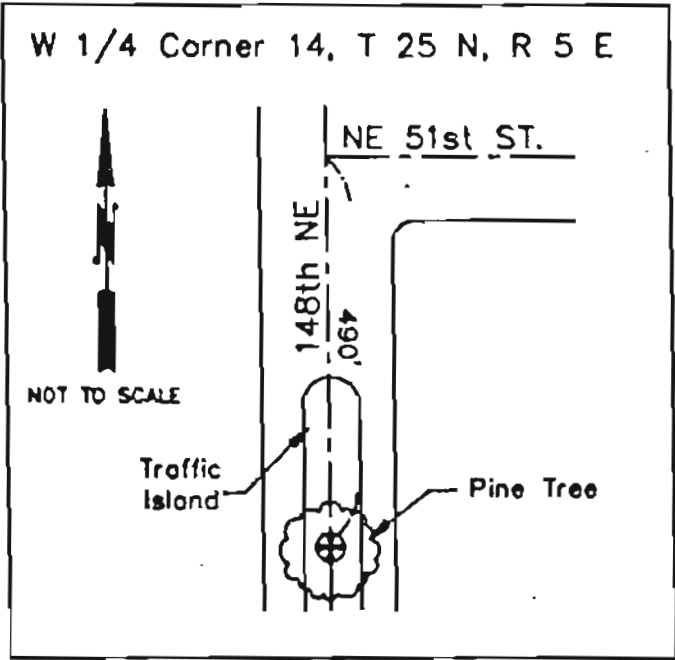
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3FW)

W 1/4 CORNER SEC 11, T 25 N, R 5 E. FOUND NAIL WITH PUNCH MARK IN CONCRETE MON IN CASE AT CENTERLINE INTERSECTION 148TH AVE NE & OLD REDMOND ROAD. MON IS 1.35' BELOW GRADE.



* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3GW)

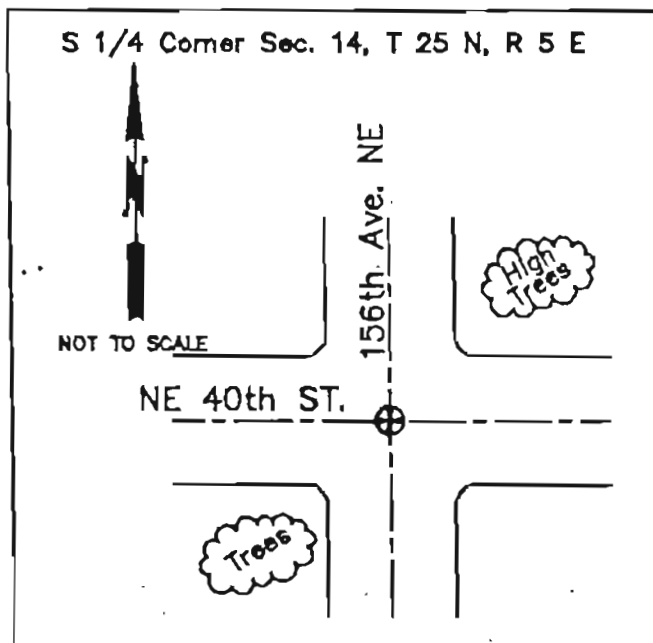
W 1/4 CORNER SEC 14, T 25 N, R 5 E. FOUND 3" BRASS DISK IN CONCRETE MON
IN CASE IN PLANTING AREA IN CENTERLINE OF 148TH AVE NE 490 FEET MORE OR
LESS SOUTH OF THE CENTERLINE OF NE 51ST ST. MON IS IN CASE (NO LID)
UNDER PINE TREE. MON IS 1.2' BELOW GRADE.



***** GLO MONUMENT DESCRIPTION ***** (GLO-3GS)

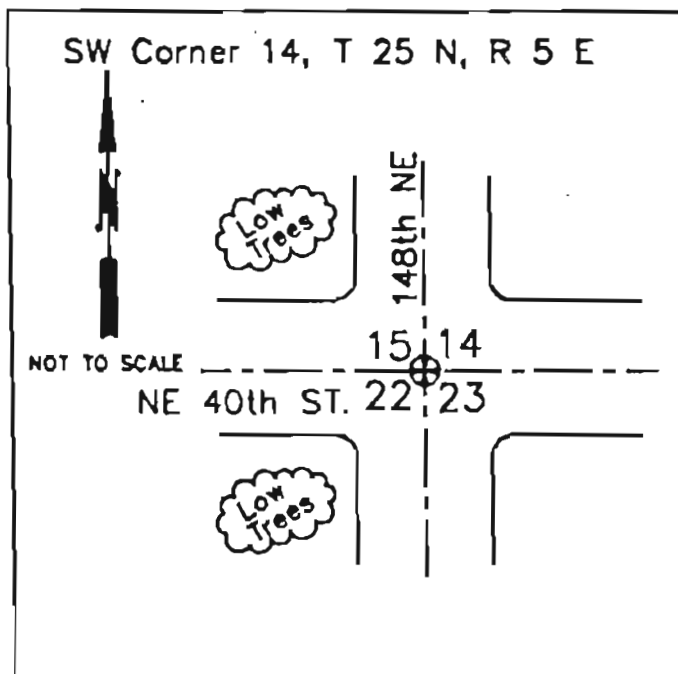
S 1/4 CORNER SEC 14, T 25 N, R 5 E. FOUND 3" STAMPED BRASS DISK IN CONCRETE MON IN CASE AT CENTERLINE INTERSECTION OF 156TH AVE NE AND NE 40TH ST. MON IS 1.55' BELOW GRADE.

NOTE: SAME POINT AS GPS90-3G2



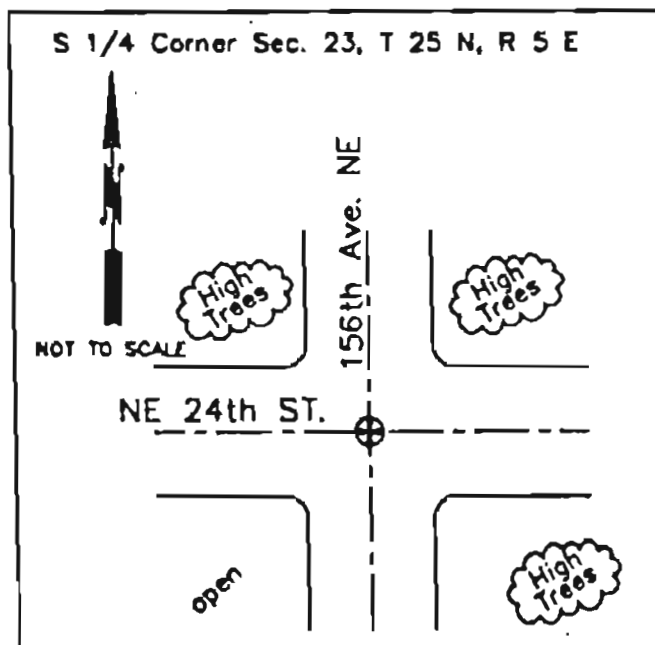
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3GSW)

SW CORNER SEC 14, T 25 N, R 5 E. FOUND PUNCH MARK IN 2" BRASS DISK IN CONCRETE MON IN CASE IN CENTERLINE INTERSECTION OF 148TH AVE NE & NE 40TH ST. MON CASE IS SEALED BUT HAS BEEN BROKEN THROUGH. MON IS 0.3' BELOW GRADE.



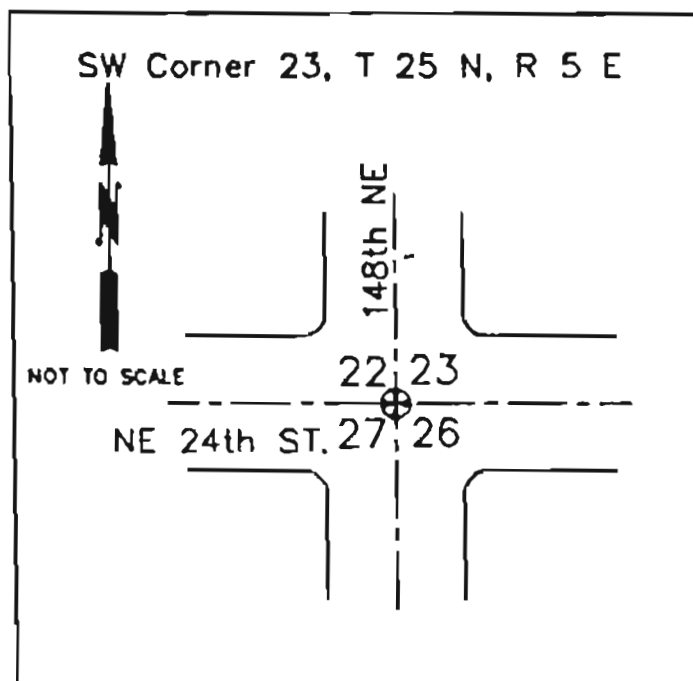
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3HS)

S 1/4 CORNER SEC 23, T 25 N, R 5 E. FOUND 3" STAMPED BRASS DISK IN CONCRETE MON IN CASE AT THE CENTERLINE INTERSECTION OF NE 24TH ST AND 156TH AVE NE. MON IS 1.5' BELOW GRADE.



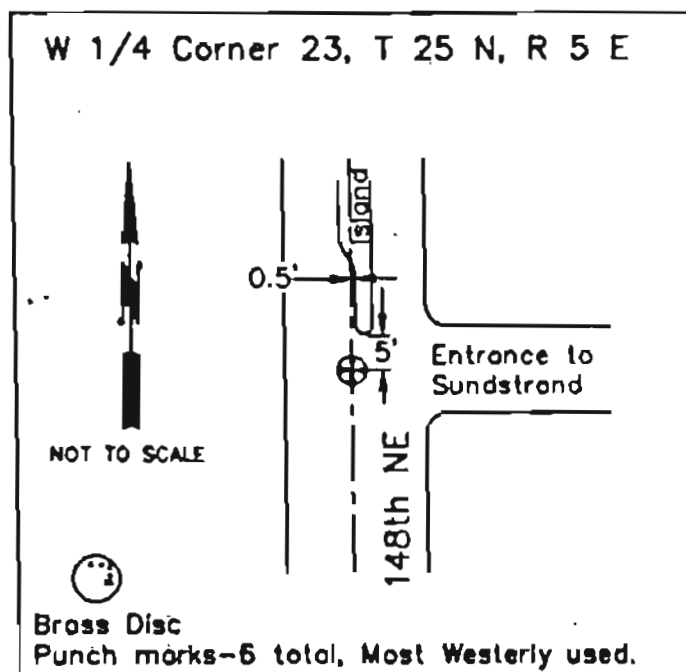
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3HSW)

SW CORNER 23, T 25 N, R 5 E. FOUND 3" BRASS DISK IN CONCRETE MON IN CASE AT INTERSECTION OF NE 24TH ST AND 148TH AVE NE, 0.4' BELOW GRADE.



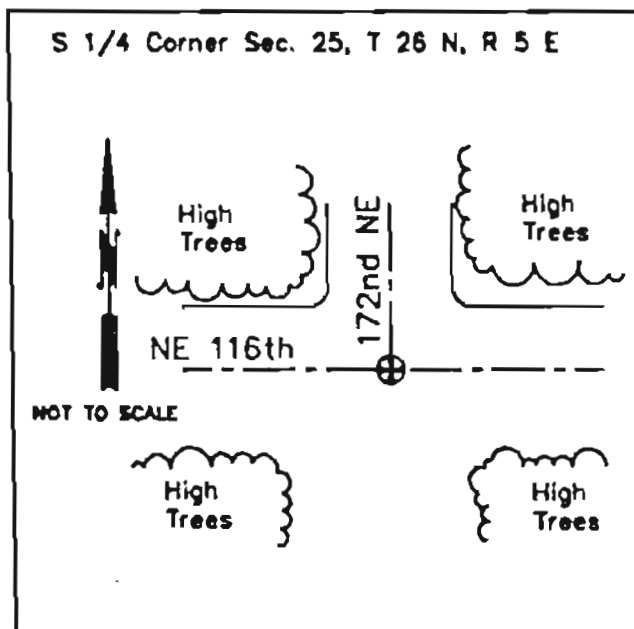
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-3HW)

W 1/4 CORNER SEC 23, T 25 N, R 5 E. FOUND 2" BRASS DISK IN CONCRETE MON
IN CASE IN CENTERLINE 148TH AVE NE OPPOSITE THE ENTRANCE TO
SUNDSTRAND DATA CONTROL, 0.85' BELOW GRADE.



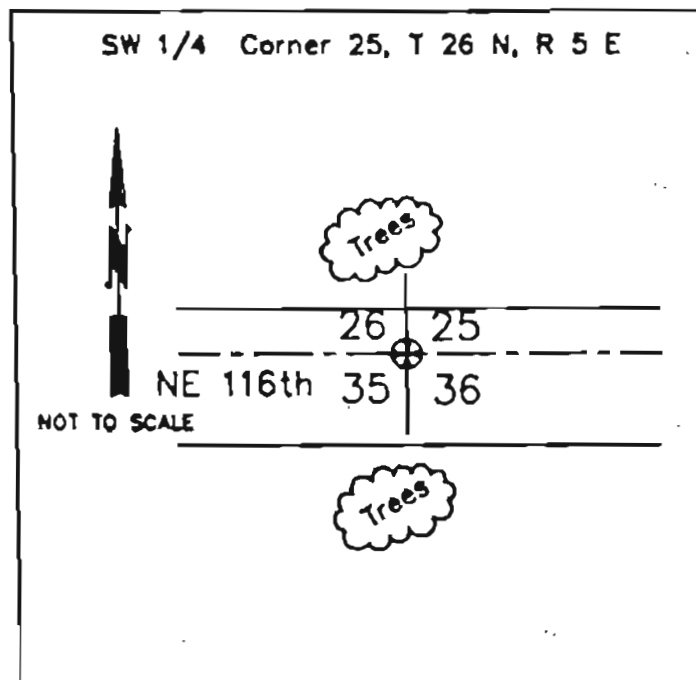
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-4CS)

S 1/4 CORNER SEC 25, T 26 N, R 5 E. FOUND SMALL PK NAIL IN CONCRETE MON
IN CASE AT CENTERLINE OF INTERSECTION NE 116TH ST AND 172ND AVE NE.
MON IS 1.2' BELOW GRADE.



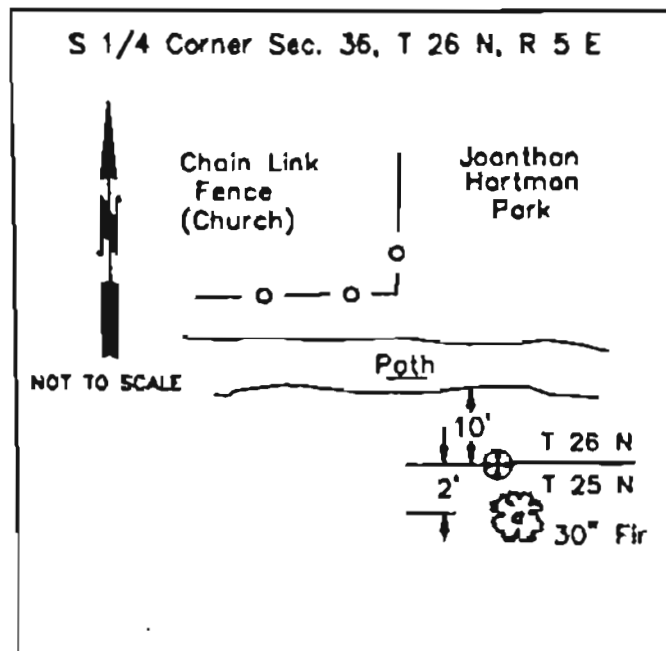
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-4CSW)

SW CORNER SEC 25, T 26 N, R 5 E. FOUND CONCRETE PLUG IN CONCRETE MON
IN CASE IN CENTER OF EASTBOUND DRIVING LANE OF NE 116TH ST
APPROXIMATELY 240 FEET EAST OF INTERSECTION WITH 162ND AVE NE. PLUG
IS ETCHED + . MON IS 1.4 FEET BELOW GRADE.



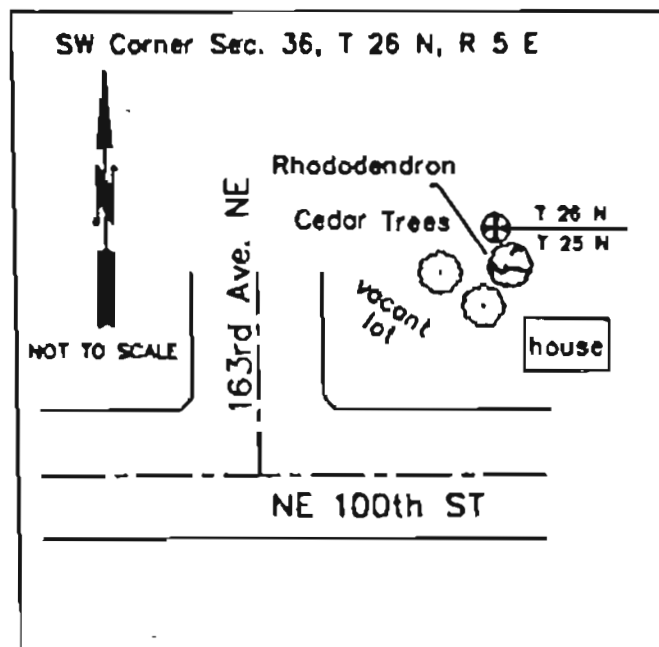
***** GLO MONUMENT DESCRIPTION ***** (GLO-4DS)

S 1/4 CORNER SEC 36, T 26 N, R 5 E. FOUND A 1 1/2" BRASS DISK WITH A CHISELED "X" IN A 4" X 4" CONCRETE MON. MON IS 10' SOUTH OF PATH ON SOUTH SIDE OF JOHNNATHAN HARTMAN PARK AND 2' NORTH OF 30" FIR.



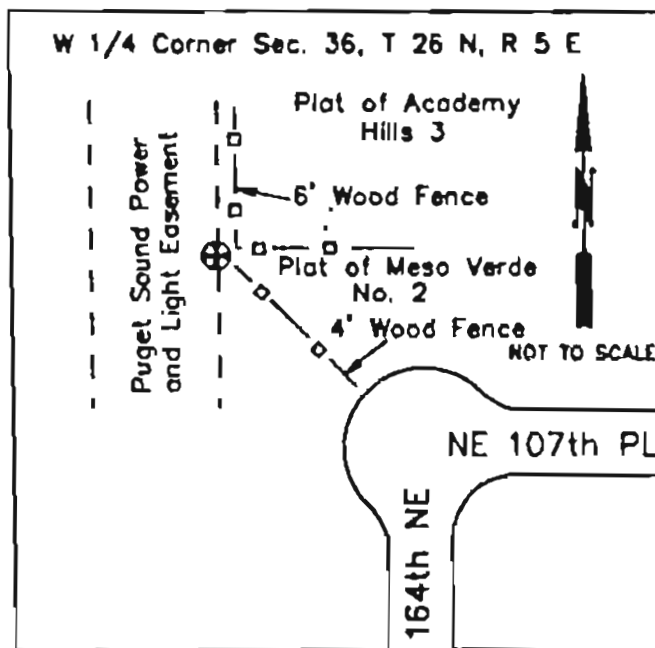
***** GLO MONUMENT DESCRIPTION ***** (GLO-4DSW)

SW CORNER SEC 36, T 26 N, R 5 E. 3" BRASS DISK IN CONCRETE MON IN GROUND NEAR RHODODENDRON BUSH.



* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-4DW)

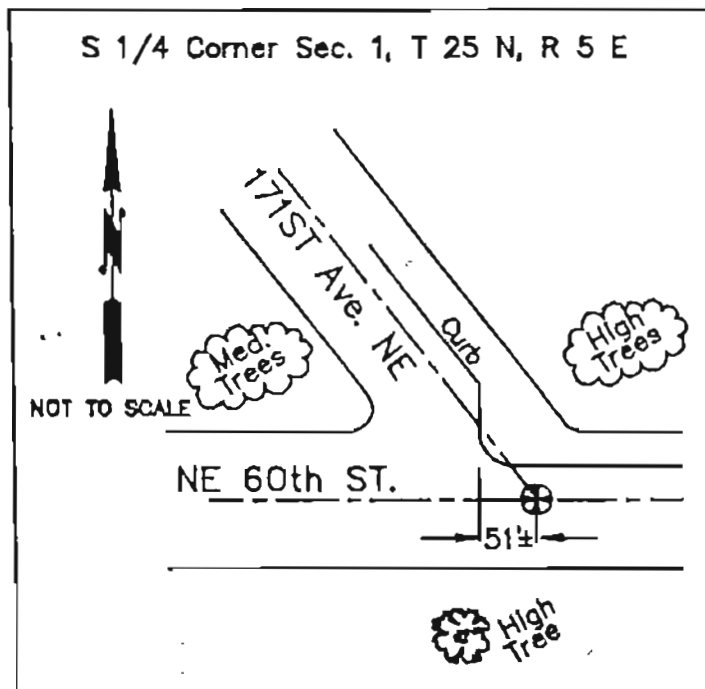
W 1/4 CORNER SEC 36, T 26 N, R 5 E, FOUND 3" BRASS DISK IN
CONCRETE MON AT FENCE CORNER.



***** GLO MONUMENT DESCRIPTION ***** (GLO-4ES)

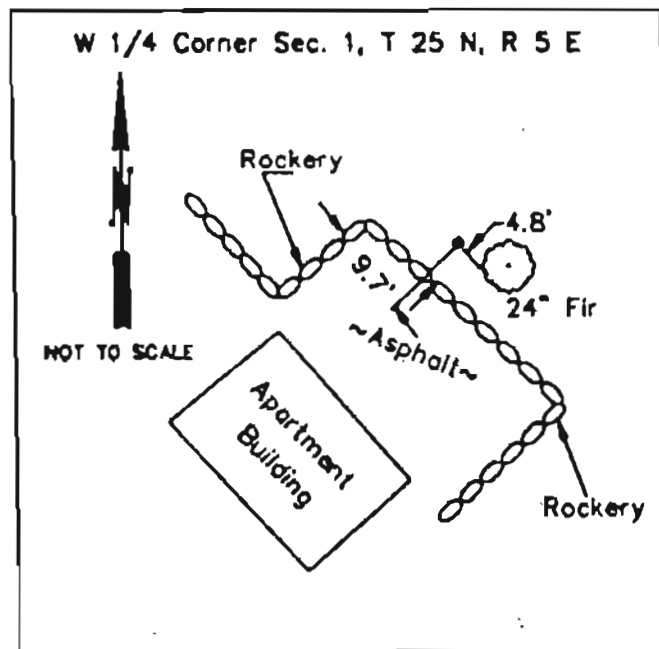
S 1/4 CORNER SEC 1, T 25 N, R 5 E. FOUND "X" IN 3" BRASS DISK IN CONCRETE MON IN CASE IN CENTERLINE OF NE 80TH STREET, AT A POINT 51' ± EAST OF THE INTERSECTION POINT FORMED BY THE CENTERLINE OF NE 80TH ST AND THE PROJECTION OF THE EASTERLY CURB LINE OF 171ST AVE NE.

NOTE: SAME POINT AS GPS90-4E4



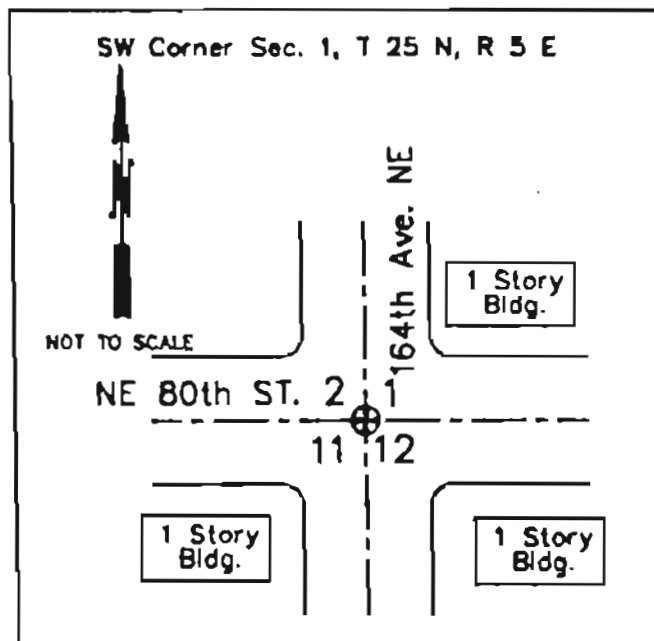
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-4EW)

W 1/4 CORNER SEC 1, T 25 N, R 5 E. FOUND REBAR WITH CAP (LS 5228) WITH 2" X 3" WHITE GUARD STAKE MARKED "PROP COR REBAR" AND "1/4 CORNER" IN TOP OF ROCKERY ON NE SIDE OF APARTMENT BUILDING. REBAR AT GRADE UNDER 24" FIR.



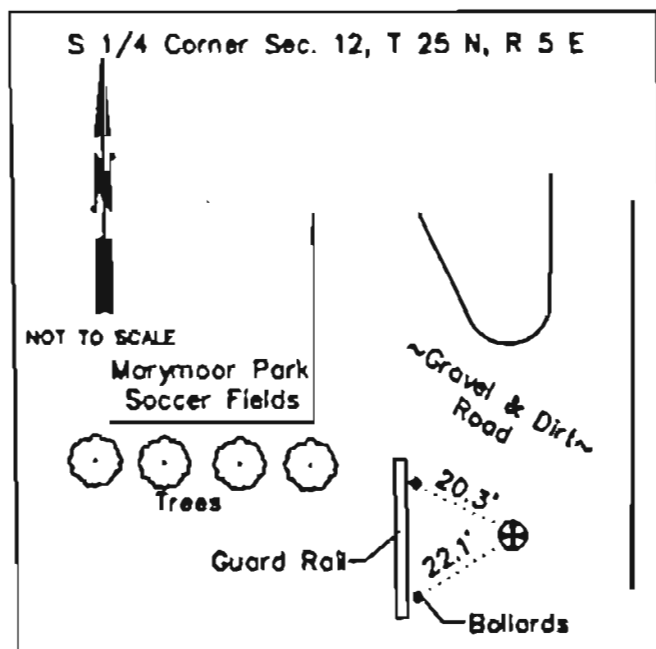
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-4ESW)

SW CORNER SEC 1, T 25 N, R 5 E. FOUND NAIL IN CONCRETE MON IN CASE IN CENTERLINE INTERSECTION OF NE 80TH ST AND 164TH AVE NE. MON IS 1.0' BELOW GRADE.



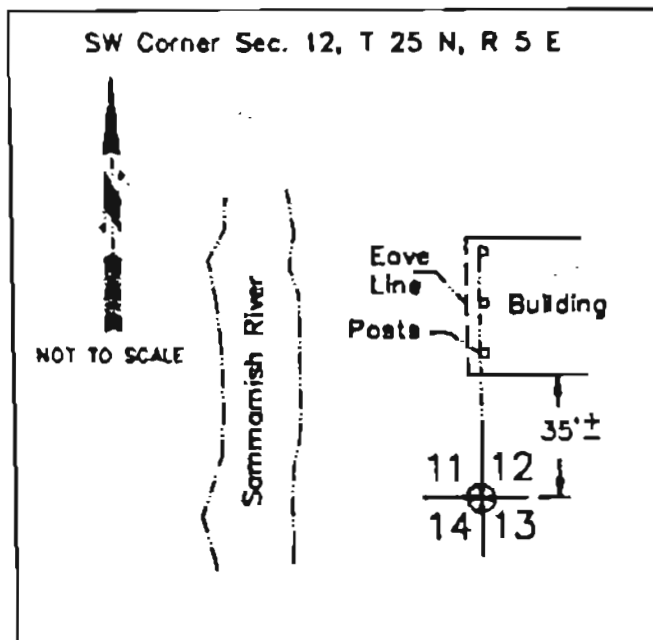
***** GLO MONUMENT DESCRIPTION ***** (GLO-4FS)

S 1/4 CORNER SEC 12, T 25 N, R 5 E. FOUND STAMPED 3" BRASS DISK IN CONCRETE MON IN GROUND. MON IS 0.02' BELOW GRADE IN GRAVEL AND DIRT PARKING AREA AT SE CORNER OF MARYMOOR PARK SOCCER FIELDS.



***** GLO MONUMENT DESCRIPTION ***** (GLO-4FSW)

SW CORNER SEC 12, T 25 N, R 5 E. FOUND STAMPED 3" BRASS DISK IN CONCRETE MON 2' BELOW GRADE NEAR SAMMAMISH RIVER ON SW END OF IMPROVED PORTION OF MARYMOOR PARK NEAR A SHED.

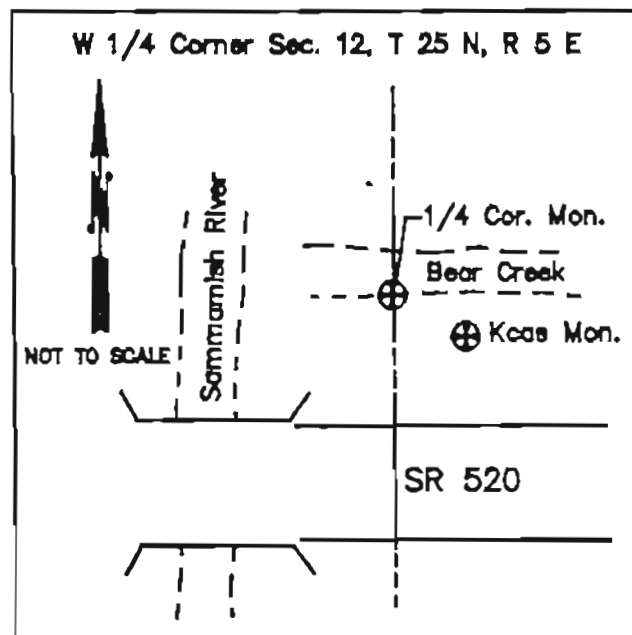


***** GLO MONUMENT DESCRIPTION ***** (GLO-4FW)

W 1/4 CORNER SEC 12, T 25, R 5 E. FOUND CONCRETE MON IN SOUTH BANK
BEAR CREEK, EAST OF SR520 BRIDGE OVER SAMMAMISH RIVER.

NOTE: Believe this Monument has been disturbed.

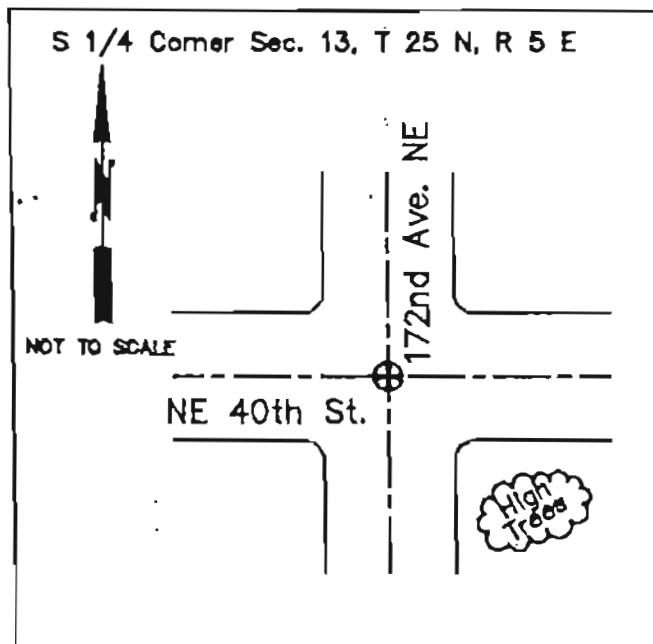
56



***** GLO MONUMENT DESCRIPTION ***** (GLO-4GS)

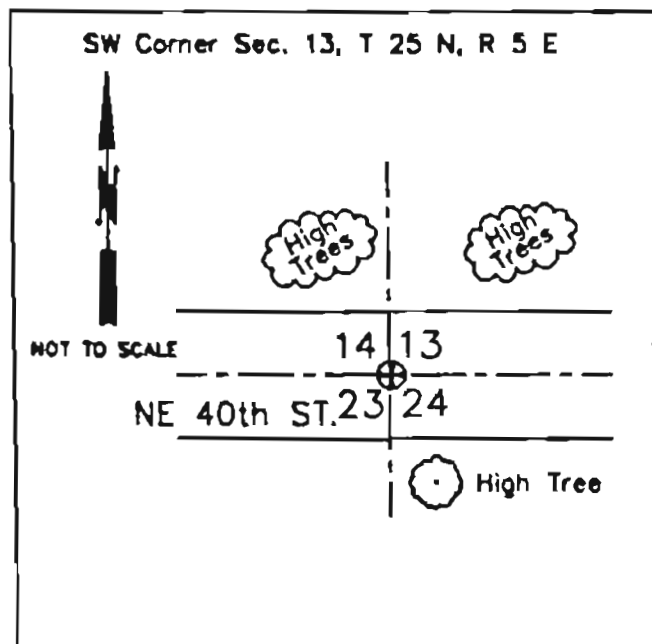
S 1/4 CORNER SEC 13, T 25 N, R 5 E. FOUND 3" STAMPED BRASS DISK IN CONCRETE MON IN CASE AT CENTERLINE INTERSECTION OF 172ND AVE NE AND NE 40TH ST. MON IS 1.6' BELOW GRADE AND HAS EXTRA PUNCH.

NOTE: SAME POINT AS GPS90-4G2



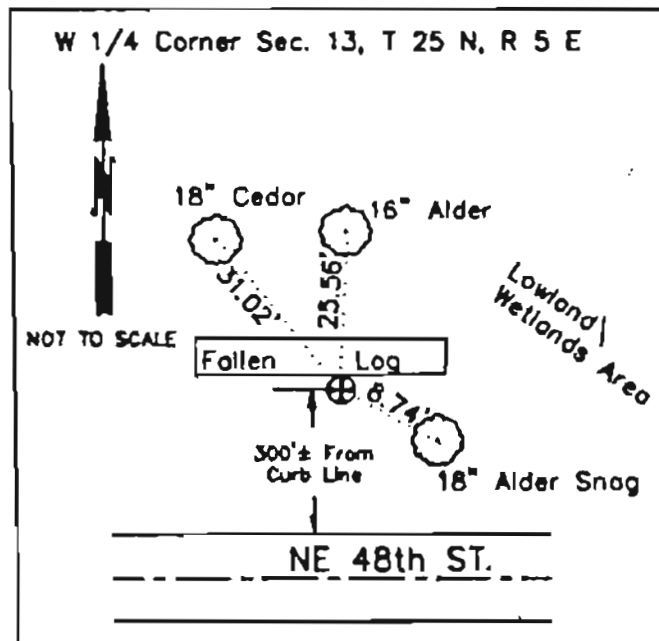
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-4G5W)

SW CORNER SEC 13, T 25 N, R 5 E. FOUND 2" STAMPED BRASS DISK WITH
PUNCH MARK IN CONCRETE MON IN CASE IN CENTERLINE OF NE 40TH ST.



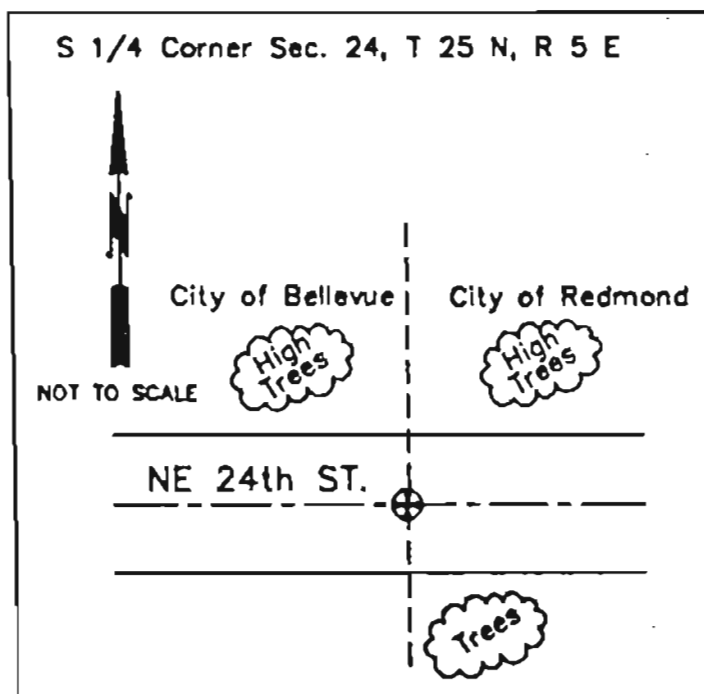
***** GLO MONUMENT DESCRIPTION ***** (GLO-4GW)

W 1/4 CORNER SEC 13, T 25 N, R 5 E. FOUND 3" STAMPED BRASS DISK IN CONCRETE MON AT GRADE NEXT TO DOWNED LOG WITH 4" X 4" WHITE WITNESS POST 1.5' SOUTH OF MON, 25.56' SOUTH OF FINISH NAIL WITH WASHER (#18694) IN EASE SIDE 16" ALDER AND 31.02' SOUTH SOUTHEAST FROM FINISH NAIL WITH WASHER (#18694) IN WEST SIDE OF 18" CEDAR AND .74' NW FROM FINISH NAIL WITH WASHER (#18904) IN SOUTH SIDE 18" ALDER SNAG.



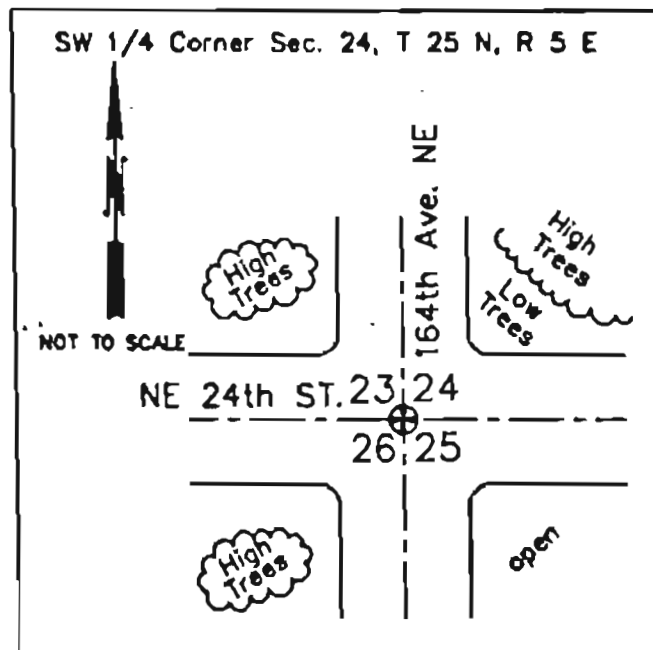
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-4HS)

S 1/4 CORNER SEC 24, T 25 N, R 5 E. FOUND 3" STAMPED BRASS DISK IN CONCRETE MON IN CASE AT CENTERLINE NE 24TH ST AT REDMOND-BELLEVUE CITY LIMITS. MON IS 1.1' BELOW GRADE.



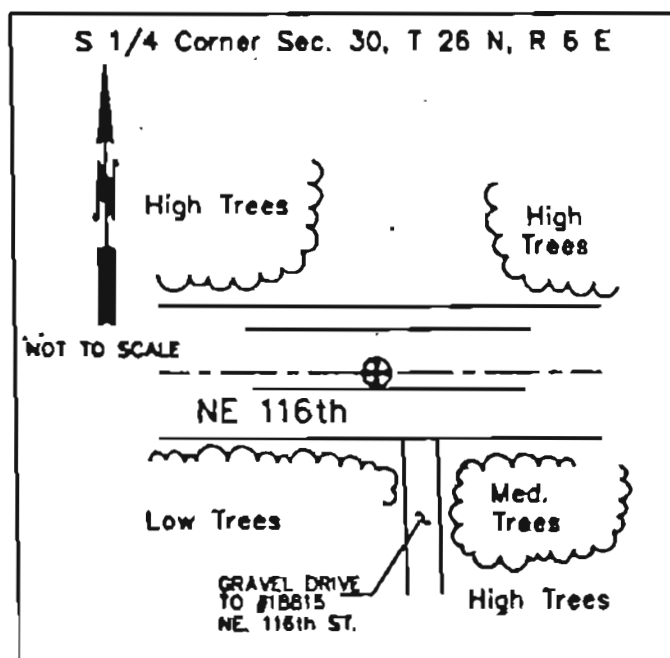
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-4HSW)

SW 1/4 CORNER SEC 24, T 25 N, R 5 E. FOUND 3" STAMPED BRASS DISK IN CONCRETE MON IN CASE AT THE CENTERLINE INTERSECTION OF NE 24TH ST AND 164TH AVE NE. MON IS 1.1' BELOW GRADE.



***** GLO MONUMENT DESCRIPTION ***** (GLO-5CS)

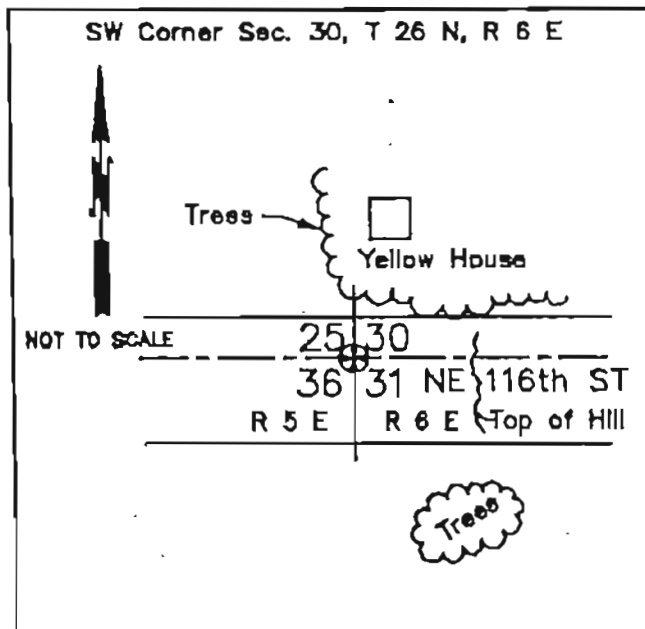
S 1/4 CORNER SEC 30, T 26 N, R 6 E. FOUND TACK IN LEAD IN 4" X 4" CONCRETE MON IN CASE IN EASTBOUND DRIVING LANE OF NE 116TH ST JUST WEST OF GRAVEL DRIVE TO 18815 NE 116TH ST 0.5' BELOW GRADE.



***** GLO MONUMENT DESCRIPTION ***** (GLO-5CSW)

SW CORNER SEC 30, T 26 N, R 6 E. FOUND 3" BRASS DISK WITH PUNCH IN CONCRETE MON IN CASE IN EASTBOUND LANE OF NE 116TH ST NEAR TOP OF HILL FROM WEST 83.1 FEET SW OF SW HOUSE CORNER AT 18012 AND 0.7' BELOW GRADE (BRASS HAS BEEN DAMAGED).

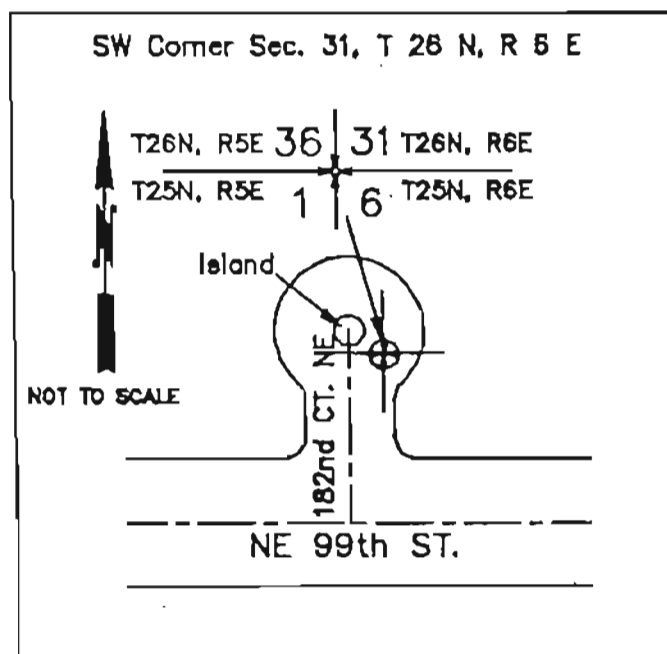
NOTE: SAME POINT AS GPS90-5C3



***** GLO MONUMENT DESCRIPTION ***** (GLO-5DSW)

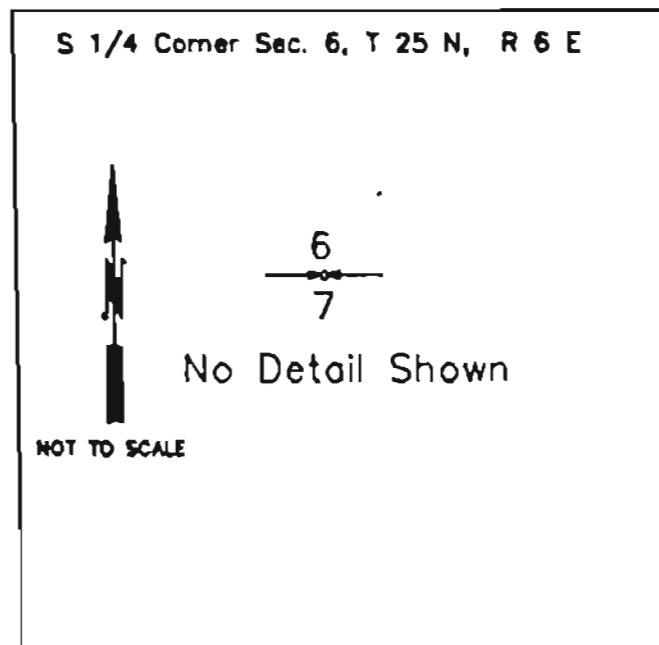
SW CORNER SEC 31, T 26 N, R 6 E. FOUND 3" BRASS DISK WITH PUNCH MARK
IN CONCRETE MON IN CASE IN CUL-DE-SAC OF 182ND CT. NE NORTH OF NE
99TH ST.

NOTE: SAME POINT AS GPS90-5D3



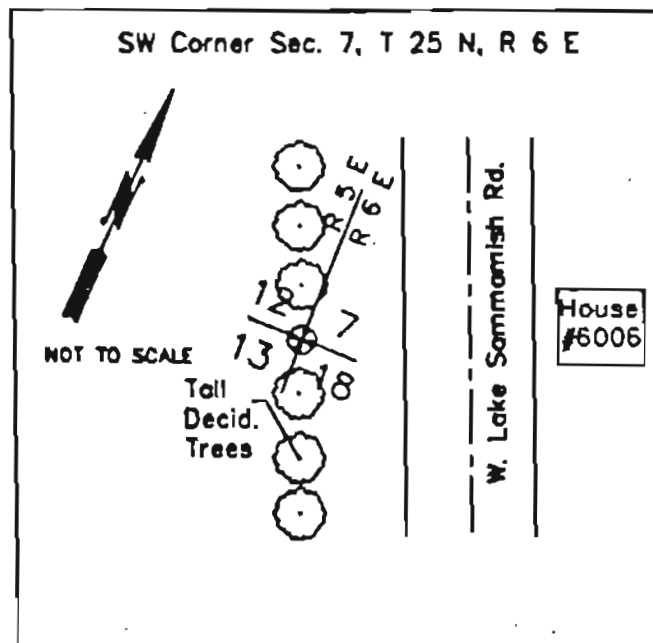
***** GLO MONUMENT DESCRIPTION ***** (GLO-5ES)

S 1/4 CORNER SEC 6, T 25 N, R 6 E. FOUND 3" STAMPED BRASS DISK IN CONCRETE MON IN CADMAN GRAVEL YARD JUST SOUTH OF GENERALLY UNDISTURBED AREA WITH SMALL HAWTHORNE TREE. MON IS 2.8' BELOW GRADE.



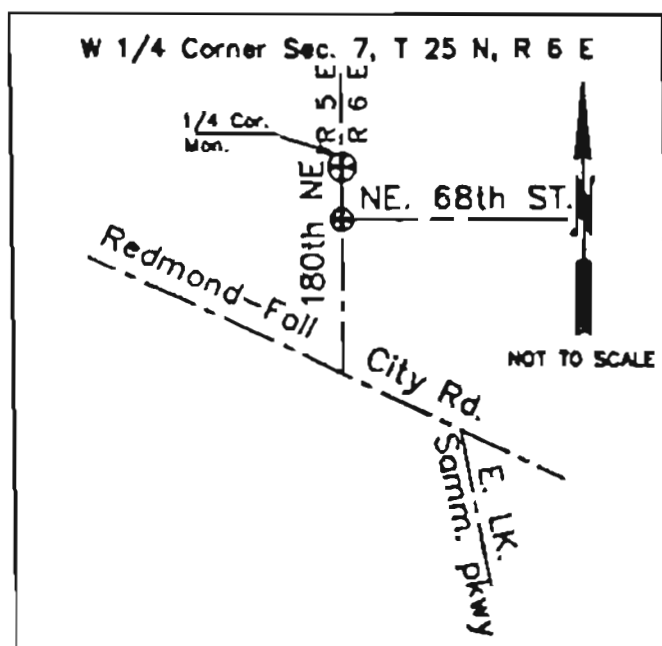
***** GLO MONUMENT DESCRIPTION ***** (GLO-5FSW)

SW CORNER SEC 7, T 25 N, R 6 E. FOUND STAMPED 3" BRASS DISK IN CONCRETE MON IN GROUND. WEST OF 6006 WEST LAKE SAMMAMISH PARKWAY NE IN TALL TREES.



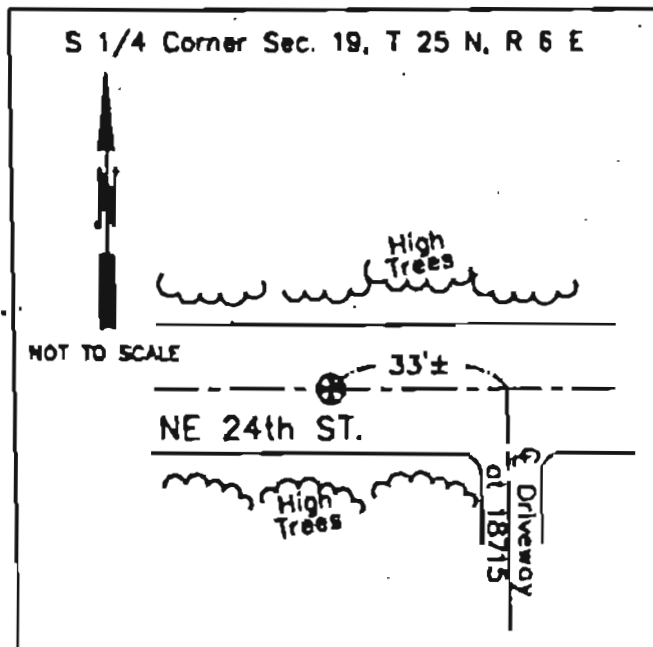
***** GLO MONUMENT DESCRIPTION ***** (GLO-5FW)

WEST 1/4 CORNER SEC 7, T 25 N, R 6 E. FOUND COPPER TACK IN CONCRETE
MON IN CASE IN CENTERLINE OF 180TH AVE NE.



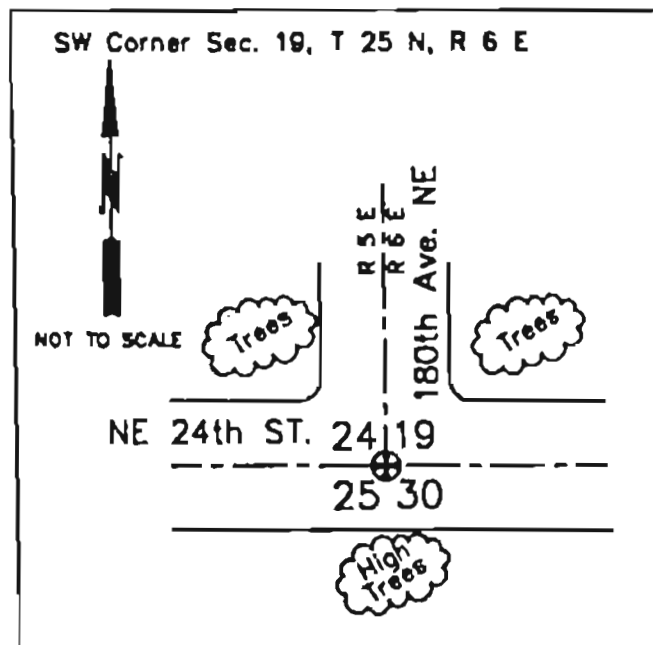
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-5HS)

S 1/4 CORNER SEC 19, T 25 N, R 6 E. FOUND 1 1/4" BRASS DISK WITH PUNCH IN CONCRETE MON IN CASE IN CENTERLINE OF NE 24TH ST, 33' WEST OF DRIVEWAY CENTERLINE TO 18715 NE 24TH ST ON THE SOUTH SIDE. MON IS 0.7' BELOW GRADE.



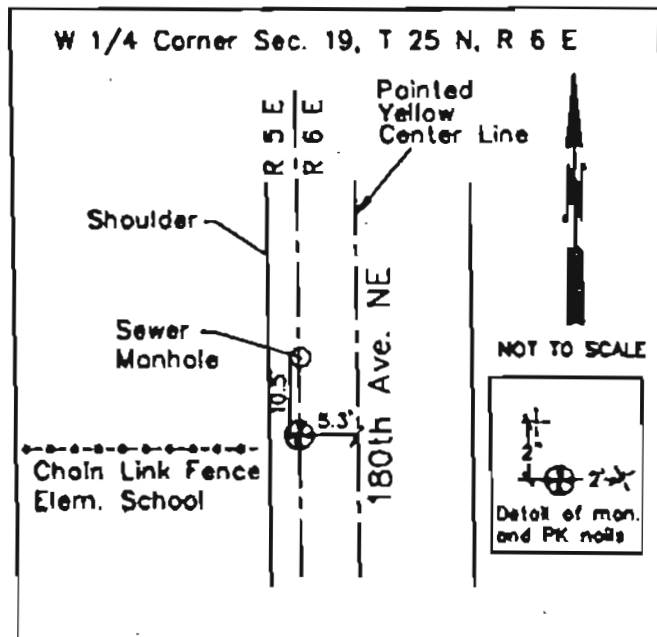
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-5HSW)

SW CORNER SEC 19, T 25 N, R 6 E. FOUND 1 1/4" BRASS DISK WITH PUNCH IN CONCRETE MON IN CENTERLINE INTERSECTION OF 180TH AVE NE AND NE 24TH ST. MON IS 1' EAST OF EAST RIM OF SANITARY MH AND IS 0.7' BELOW GRADE.



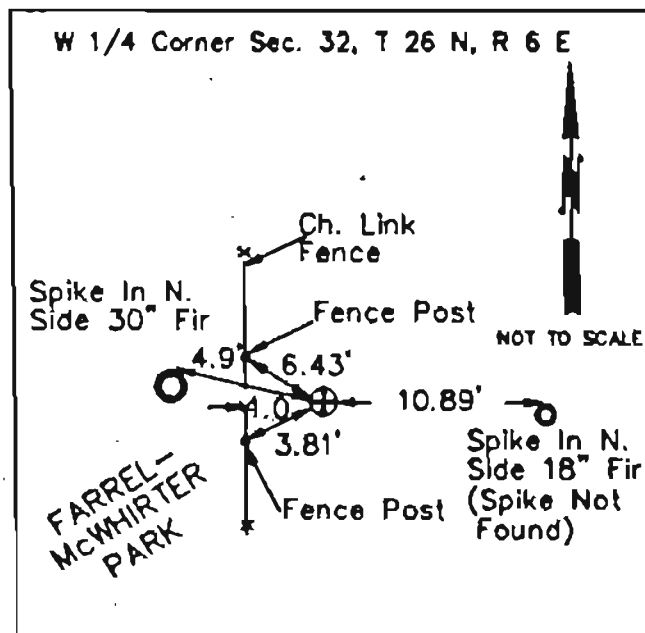
* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-5HW)

W 1/4 CORNER SEC 19, T 25 N, R 6 E. FOUND PUNCH IN BRASS NAIL (BOTTOM SHELL CASING?) IN CONCRETE MON IN CENTER OF SOUTHBOUND DRIVING LANE OF 180TH AVE NE (NO CASE). MON IS 1.2' BELOW GRADE AND JUST NORTH OF EASTWARD EXTENSION OF CHAIN LINK FENCE ALONG NORTH PROPERTY LINE OF AUDUBON ELEMENTARY SCHOOL.



***** GLO MONUMENT DESCRIPTION ***** (GLO-6DW)

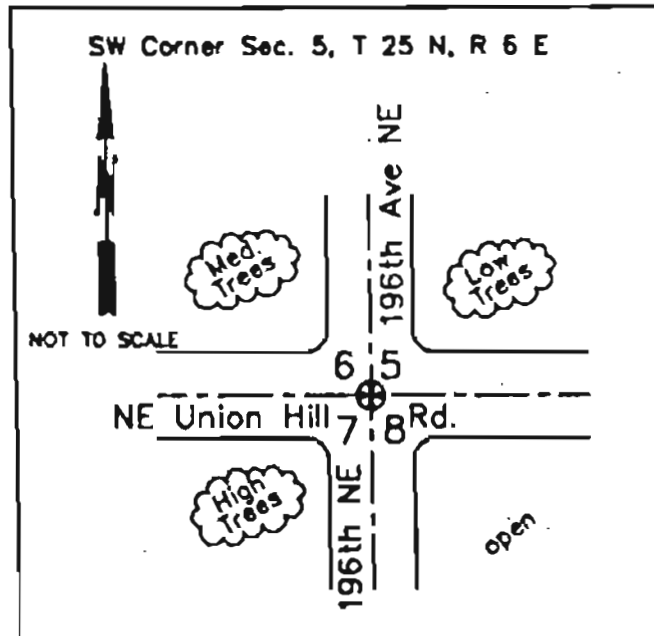
WEST 1/4 CORNER SEC 32, T 26 N, R 6 E. FOUND TACK IN LEAD IN 6" X 6" CONCRETE MON 0.1' BELOW GRADE, 1' BAST OF 5' TALL CHAIN LINK FENCE TO FARREL-MCWHIRTER PARK.



* * * * * GLO MONUMENT DESCRIPTION * * * * * (GLO-6ESW)

SW CORNER SEC 5, T 25 N, R 6 E. FOUND PUNCH MARK IN LEAD PLUG IN CONCRETE MON IN CASE AT CENTERLINE INTERSECTION NE UNION HILL ROAD AND 196TH AVE NE. MON IS 0.4' BELOW GRADE.

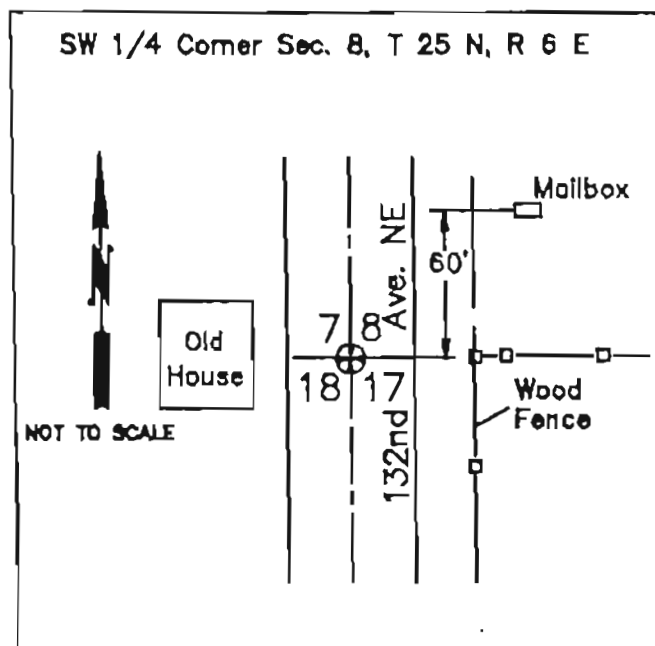
NOTE: SAME POINT AS GPS90-6E3



***** GLO MONUMENT DESCRIPTION ***** (GLO-6FSW)

SW 1/4 CORNER SEC 8, T 25 N, R 6 E. FOUND STONE MON IN CASE IN CENTERLINE 196TH AVE NE (OLD BRICK ROAD). STONE HAS DUG OUT DEPRESSION IN TOP NEAR CENTER AND IS 0.8' BELOW GRADE. MON IS 60'± SOUTH OF MAILBOX FOR 6011 - 196TH AVE NE AND LINES UP WITH 4' WOODEN FENCE TO EAST.

NOTE: SAME POINT AS GPS90-6F3



***** GLO MONUMENT DESCRIPTION ***** (GLO-6FW)

W 1/4 CORNER SEC 8, T 25 N, R 6 E. FOUND CAPPED 2 1/4" IRON PIPE IN CASE
IN CENTERLINE 196TH AVE NE (OLD BRICK ROAD), 1.1' BELOW GRADE AND
APPEARS TO HAVE A SHALLOW PUNCH MARK NEAR CENTER OF CAP.

